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HONGKONG, 6th January, 1909. [29]

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The Daily Press.

HONGKONG, JANUARY 15TH, 1909.

We reproduced a few days ago the text of the instructions given by the Government of the United States to the delegates appointed to represent that country at the International Opium Commission which begins its deliberations at Shanghai next month. The British delegates, Sir EDWARD GREY informed the House of Commons, are being furnished with instructions on similar lines. It appears from these instructions that the sole purpose of the Commission is, not to investigate the claim which China makes for the suppression of the trade in foreign opium, but simply and solely to arrive at some basis of common action "for the gradual suppression of opium cultivation, traffic and use within the respective Eastern possessions of the Governments represented on the Commission, thus assisting China in her purpose of eradicating the evil from her empire." Now, if the Powers are agreed that the evils in China are so gigantic as they are represented to be in the Chinese Imperial Edicts and that it is their duty to help China to eradicate the mischief what use is there to travel beyond the usual channels of diplomatic action? Great Britain relying on the good faith and sincerity of the Chinese Government in its announced intention to suppress the cultivation of the poppy and to suppress opium-smoking in China, has already co-operated to the extent of annually reducing the export of opium from India to China. India has

thereby been sacrificing about a quarter of a million pounds sterling a year in revenue since this order came into force. What loss has China suffered in her revenue from native opium? We hope the Commission may be placed in possession of this information. If China has effected a proportional reduction in her own production and consumption of opium, Indian exports will continue to be reduced. In the course of a few years the trade will be automatically extinguished. What need, then, is there for this International Commission "to assist China?" Excepting Great Britain, we believe no other Power is represented on the Commission which is concerned with the cultivation of opium or countenances its consumption. In Japan, as well as in the Philippines, opium smoking has long been under the ban of the law, and we are unable to see in what further direction these Powers could do anything to assist China. With the practical support which India already accords and will continue to accord, if China's promises are fulfilled, China ought to be able to work out her own salvation. In a few years the Chefoo Agreement, so far as it relates to opium, would become a dead letter, and no harm then would be done by the abrogation of the agreement, placing China in the position to prohibit, if she wished, a trade which had ceased to exist. So far as the British Colonies are concerned we see no justification for further interference. The Straits Commission found that the vast majority of smokers indulge to an extent that may properly be called moderate, and that excessive indulgence occurs only in isolated instances. They further found that there has been no increase in the prevalence of the habit, and in this they included use in moderation and use in excess, during the past decade. Nor did they find it proved that the evils arising from the use of opium have in any way increased during the past decade. All this is equally true in Hongkong, and, like the Straits Times, we should be prepared to seriously question whether there exists any justification whatever for interfering with personal liberty as far as the Crown Colonies are concerned. Opium is not, like alcoholic drink, which will probably take its place in China, an active agent in the propagation of violence and crime. The Bishop of London told the House of Lords recently that 93 per cent of the inmates of the prisons of Great Britain were there in consequence of drink, and the Lord Chancellor said a Judge of Assize had told him that 11 out of 12 cases that came before him were directly due to drink and the 12th indirectly, while the Lunacy Commission in their last report state that 22 per cent of the men confined in the lunatic asylums were there directly through drink to say nothing of the multitudes who owe their lunacy to hereditary disease caused by drink." What is true of England in this connection is more or less true of other countries where alcoholic drink is largely used as a stimulant. The drink bill of the United Kingdom amounts to £166,000,000 a year. People reading the publications of the Anti-Opium League would imagine that the vice of opium in China is infinitely worse than the drink evil in England, whereas any one who is in a position to make the comparison cannot but be amazed at the suggestion. The International Commission appears to us totally unnecessary. If China is convinced that opium is a source of great evil, it is for her to apply the remedies, and having already obtained the co-operation of the Indian Government she has, it seems to us, all that she could hope for or desire. The remedy for the evil is entirely in China's hands. If the Chinese Government is unable to enforce its decrees within its own dominions, nothing that the Powers can do in their own territories will avail to help her.

The Portuguese Lilliputians delighted another large house last night with their performance of "The Geisha."

The bulletin issued by Dr. Jordan yesterday morning at Government House stated: "Lady Lugard's progress continues satisfactory."

Another attempt was made by a coolie to escape from the dock in the large Police Court yesterday. Before the Court sat a coolie who was charged with returning from banishment watched his opportunity and when no constable was looking opened the door of the dock and dashed out of the Court. He was promptly seized by a lunko, however, and returned to the Court to await his trial.

The British Army Council, in order to assist officers who are desirous of being selected for a course of study in Chinese or Japanese to obtain a preliminary knowledge of either language, has decided to make a grant of £10 in future to any officer who qualifies in accordance with paragraph 36 of the regulations relating to the study of foreign languages. The grant will be in addition to any rewards an officer may gain in the event of his being selected for a course in China or Japan.

For stealing two drills from the s.s. *Hai Yang* Mr. J. H. Kemp yesterday sentenced a native to two months' imprisonment.

Business men in Japan are reported to be extending a second invitation to business men in America to visit the country in March or April.

One of the questions which Mr. Mackenzie King, the Canadian delegate, will investigate on the occasion of his visit to Shanghai in February as representative of the Dominion Government is the extraordinary increase of Chinese immigration. When the poll tax was increased to £100 four years ago immigration practically ceased, but during the past fiscal year it has suddenly been revealed that over 1,500 Chinese have entered Canada, contributing a revenue of £149,200, half of which goes to the provinces where the immigrants stop. It will be interesting to discover the main spring of this remarkable increase.

The excuse given by a thief at the Police Court the other day "that he must have money to settle his debts before the close of the Chinese year" will suggest to most residents the necessity for guarding their property more closely at this time of the year. We are asked to warn Kowloon residents particularly of two or three robberies or attempted robberies have been committed there this week. One resident in East Avenue happened to be disturbed while thieves were making a selection of his property, but did not, unfortunately, succeed in laying hands on the visitors.

Prince Bülows's South German organ, the *Süddeutsche Reichskorrespondenz*, published last month a semi-official Berlin telegram declaring that in the conversations which preceded the exchange of the German and English Notes, constituting what (says the *Times* correspondent at Berlin) is here characteristically called the "Yang-tse Treaty," it was agreed by the negotiators on both sides that the new agreement should only apply to the Chinese Empire in the narrower sense of the words, and should not include the Manchurian provinces. It further maintains that Manchuria was excluded on the initiative of England, adding that Lord Salisbury for a time thought of confining the application of the Anglo-German Agreement in a north-easterly direction by a geographical line which would have been drawn considerably to the west of Port Arthur.

An incident affording an excellent example of the laxity of native officials was, says the *Shanghai Mercury*, afforded the other afternoon. Between four and five o'clock as members of the Municipal Police were patrolling North Chekiang Road they discovered a couple of female prisoners evidently enjoying a constitutional just outside the Mixed Court goal, and they were promptly run in and escorted back to their quarters. One of the ladies was recently sentenced to two years' imprisonment, and her companion to a year, and though no outbreak or rising of the prisoners had taken place, there they were at complete liberty. It transpired that so far from having broken goal, the couple had by some means or other wormed themselves into the good graces of the runners in charge of the prison, who had given them a few hours off which they were taking advantage of when arrested. It is understood that a remonstrance has been addressed to the native officials. This episode is quite on a par with the American Consular Gao in its halcyon days.

ARMED ROBBERY AT SANTIN.

From Tsui Kang village, Santin, close to the Chinese boarder, word was forwarded to the Central Police Station yesterday of an armed robbery which occurred there early yesterday morning. Four natives, one armed with a revolver and the other three with choppers, forced an entrance into a dwelling occupied by an old woman and a little girl. The inmates were aroused by the noise caused by the forcing of the door, and when the robbers entered the one who carried the revolver fired two shots at the woman. Another of the bandits clove her skull with a chopper while the other two proceeded to ransack the house. The robbers departed with everything of value they could collect, and it is feared they have crossed the river into Chinese territory, and thus made their escape.

ROBBERS AT SEATAUKOK.

A daring armed robbery and kidnapping story comes from Kat Island, near Shataukok. On the 11th instant a native sold a small boy to a boatman there for a sum of \$80, and it appears that during the bargaining before the sale was effected he took careful stock of the craft and learned the future movements of the seaman. Next day he returned to the island with five other natives all of whom were armed with revolvers and choppers. The band of robbers overpowered the boatman, carried off valuables to the amount of \$60 and also kidnapped the boy who was sold on the previous day and the boatman's two young daughters. On the matter being reported to the Police at Shataukok Inspector Cameron immediately set detectives on the trail with the result that two men have been arrested and the children have been recovered. The case was called on before Mr. J. H. Kemp at the Magistracy yesterday, and the hearing was adjourned.

AFRAY ON THE S.S. "TAK HING."

A case is set down for hearing at the Magistracy to-day in which a cargo coolie is charged with assaulting Mr. A. J. Lindberg, chief engineer of the s.s. *Tak Hing*. It appears that the defendant, one of a gang of coolies who were working cargo on board on Wednesday, was found by the officer in the wheel house. Mr. Lindberg ordered him out, but the coolie, instead of departing quietly is alleged to have struck the complainant with a cargo hook, opening his nose from top to bottom. The engineer found it necessary to seek medical aid.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

AMERICA AND ANTI-JAPANESE LEGISLATION.

TOKYO, January 14th.

The introduction in the Californian Legislature of anti-Japanese measures has aroused the Tokyo press.

President Roosevelt in a communication to the Governor of California described the measures as most unjust.

[EDITOR'S SERVICE TO THE "HONGKONG DAILY PRESS."]

CALIFORNIA AND ASIATIC IMMIGRATION.

SCATHING COMMENT BY PRESIDENT ROOSEVELT.

LONDON, January 13th.

President Roosevelt, conversing with a friend, characterised the Anti-Asiatic measures introduced by the California Legislature as a piece of folly, as showing bad faith and as an iniquity.

These measures exclude Japanese from the public schools, provide for the segregation of Chinese and Japanese, and impose other restrictions.

SERVIA ON AUSTRIA'S OFFER TO TURKEY.

LONDON, January 14th.

An official statement is published at Belgrade that the Serbian Government considers Turkey's acceptance of the Austrian offer a good augury of peace.

The Press opines that Serbia and Montenegro are certain to receive compensation.

It is stated in Vienna that certain tariff concessions on the Bosnian railways will probably be granted to Servia, opening a way to the sea.

THE POLICY OF TURKEY.

LONDON, January 14th.

The Government at Constantinople has made a statement of policy in the Chamber in which it announced the engagement of German and British Officers to reorganize the Army and Navy respectively.

The statement emphasised the necessity of continuing in the path of constitutional reform and retaining the friendship of Europe, especially of Great Britain.

RIVAL BARBERS.

DISABLING A CONFEESE.

A native barber appeared before Mr. J. R. Wood at the Magistracy yesterday on charges of larceny and of preventing a fellow craftsman from working at his lawful occupation. The two tinsorial artists, it appears, were employed at Lyemson Barracks, but one grew jealous of the qualifications of the other, and feared that he should lose his employment unless he could get rid of his popular rival. With this object in view he is alleged to have concealed himself behind a rock by a roadside along which he knew the other barber would travel, and as the unsuspecting man passed his place of concealment the defendant sprang out and felled him with a stone. Then he fell upon him and is said to have beaten him until the unfortunate barber promised not to return to the barracks. Having extracted this promise from the man who was down, he relieved him of his razors and umbrellas, dealt him a few more blows as a clincher to the bargain, and took his departure. The injured barber told his story to the police later, and the arrest of the defendant followed. Mr. Daniel (of Messrs. Johnson, Stokes and Master) appeared at the Magistracy on his behalf yesterday, and the hearing of the case was adjourned.

NEW DIAMOND FIELD.

GRANT DISCOVERIES IN GERMAN AFRICA.

In the Reichstag, last month, the Colonial Secretary, Herr Dernburg, made a statement on the newly-discovered diamond field in German South-West Africa. He said the diamondiferous area was about twenty-five miles long, and varied in breadth from six miles to a few hundred yards. The ground was very unattractive, and the stones were found almost exclusively in dips. They averaged four or five to the carat, but had been obtained up to three-quarters of a carat. A German firm was winning 100 carats a day with very primitive appliances, but this yield could, under proper management, be raised to 5,000 carats daily. Under the regime of the present diamond combination, the stones were worth 30s a carat. As the Lichtenfels Bay diamonds were found at the surface, the cost of winning them was only 5s a carat, as against 12s in Pretoria, and 25s in Kimberley. Large claims in the new field were in the hands of the Government, and he hoped the finances of the colony would reap considerable benefit from the discovery. The Government would take the steps necessary to prevent depreciation of these stones through any action of the diamond ring.

ANGLO-CHINESE DISTRICT SCHOOLS.

The distribution of prizes in connection with the three Anglo-Chinese District Schools takes place this afternoon at Yau-mai Schools when Mrs. May will distribute the prizes.

The report to be read by the headmaster of Yau-mai School states:—Mr. Curwen still remains on leave, though ere this he has started on his return voyage and will probably arrive in time to take over the school for the coming year. The results of the annual examination held by myself are on the whole good. Some subjects show improvement, while a few were not quite up to the standard. I take this opportunity of thanking my assistants for the satisfactory manner in which they have performed their duty under unusual stress of work. *Scholarships*. It will be remembered that in the previous year this school secured all the Queen's College scholarships. The headmaster of that college reports that the work of the four Free School scholars has been "highly satisfactory." This year we were again fortunate in obtaining three out of the four. The successful students were 1st—William Wong (90 p.c.); 3rd—Lung Kwok-tai (82 p.c.); 4th—Tang Yuk-tin (76 p.c.). At an examination recently held at Queen's College for Pupil Teachers, one of my boys, the son of the school for the year, took 7th place. *Fees and Attendance*. The fees for the year just closed, amounting to \$4,977, show an increase of 22 per cent. and the average attendance during the year was 224 as against 185 for the previous year. The attendance on the whole has been good, but I find a tendency on the part of some students to attend for a short while only and then leave. Upon investigation it appears that as many as 42 boys came to school for one month and then left; 18 attended two months only, 11 attended three, 18 attended four, 16 attended five, 20 attended six, 10 attended seven, 11 attended eight, and 45 attended nine months. This makes a total of 191. The total on the roll is 372 which leaves 181 boys who attended the whole year. With boys leaving in this manner the difficulty of keeping up to the standard is greatly increased. *Sports*. Sports of all kinds have been encouraged and the boys have taken great interest in them. A school recreation club was formed in the early part of the year and preparations were made for the swimming season. A match was played on Kowloon City beach, life buoys and a boat were purchased and more than half the school enjoyed a regular "dip in the briny." The gymnasium is now almost complete. It is a source of much amusement and healthy exercise, being constantly used by the boys. Much more enthusiasm has been shown for football this year. The thanks of the school are due to Mr. Wolfe, for his hearty encouragement and assistance in all matters of sport, especially for the piece of ground he obtained for us at King's Park. In closing I would like to say that the present school building will soon be inadequate for the fast increasing numbers. This school is the only Government Anglo-Chinese school on "the main land." Yau-mai has a great future before it and with the development of the peninsula, the completion of the railway, and consequent increase in the business population, it would seem that the Yau-mai District School should be ready to meet the increased demand for education which must necessarily result. Already we have been more than full in the two lowest classes, and, unless extensions are made, we shall have to turn many applicants away.

The report of Mr. YOUNG HEE, headmaster of Yau-mai School, is as follows:—It is my good fortune to again record substantial progress all round, and for the period during which I have been Headmaster, each successive year has shown a steady and marked improvement. The attendance has greatly improved when compared with that of 1907. At the beginning of the year, there were 186 names on the roll. On reassembling after the New Year vacation, 147 of the old scholars returned and 122 new pupils were admitted. During the course of the year, 116 additional boys were enrolled, bringing the total for the year to 385, being an increase of 99 upon that of the previous year. This necessitated the enlargement of the school by the addition of three class rooms. The extension was completed and the rooms occupied after the Midsummer vacation. Since their occupation, the previously congested state of the school has been considerably relieved. The school was open on 239 days, and the average daily attendance was 254.8 as compared with 210 for the preceding year. The maximum monthly enrolment was 304 and the number on roll at the end of the year was 260. The fees collected amounted to \$5,027, which is an increase of \$851 upon that of 1907. There have been several changes in the staff, and after Midsummer, it was strengthened by the addition of a V Grade Assistant, so that the staff for the second term was: Eight assistants and myself. I take this opportunity of publicly thanking my Assistants for their hearty co-operation in bringing the past year's work to a successful issue. The apparatus in the school is satisfactory. Victoria Day was celebrated in the usual manner. For purpose of teaching China in a more efficient manner, the school was reclassified, and boys were able to receive instruction in classes suited to their knowledge of the language. A team from this school took part in the Hygiene Competition, but owing to the small number of scholars in the upper classes, it was only with difficulty that a team was raised at all; consequently we only secured 9th place. Simple physical drill and gymnastic exercises have again been taught during the cool season, and were keenly appreciated by the boys. Football continues to be the favourite pastime, and much enthusiasm is displayed in the matches for the Inspector of Schools' Cup, and the Junior Shield Competitions. We were fortunate in winning the former Cup last season. The regular half-yearly and annual examinations have been held, and the results communicated to the boys' guardians and relatives.

The Inspector of Schools made his annual inspection recently and his report is being anxiously awaited.

THE MEMORIAL SERVICE AT ST. JOSEPH'S CHURCH.

The service held at St. Joseph's R. C. Church in connection with the great calamity in Italy was celebrated by the Right Reverend Bishop Pozzoni, assisted by Fathers Spada, Noral, and others, besides the Seminarians.

Amongst those present were: Right Reverend Bishop J. Clemente of Amoy, with his secretary, Rev. Father Fourquet, representing Mons. Marel of Canton, Rev. Father Robert, Rev. Father Brun, Watson, Brother Christian of St. Joseph's College and the Rev. Sisters of the Italian Convent. The Italian Consul General Comm. Z. Volpicelli, Marquis Cusani-Visconti, Commander of H.M.S. *Puglia*, Captain Taylor, representing H.E. the Governor, who regretted he was unable to be present, Commander Granfell representing the Commodore, with several Naval Officers, Members of the Consular Body, the Italian colony, several ladies, amongst whom were Mesdames Volpicelli, Eribosia, Marty, Berindogues and Blanch, and the Officers and sailors of the *Puglia* and the sailors on the *Capri* who are being sent home.

The ceremony commenced with a (hopia) Funeral March played by the organist of the Cathedral, Mr. O. Baptista, who, though informed at very short notice, kindly hurried to play in St. Joseph's Church. The whole congregation remained standing, until Bishop Pozzoni asked them to be seated, when he delivered a short sermon, of which we gave a brief translation:—"It was my intention as well as that of my Clergy, to celebrate a solemn Requiem Mass for those who perished in our terrible national calamity, but by the Rites of Church, this could not be done before the 19th of this month, and only yesterday I learned that the greater part of you here present would be leaving to-morrow, so, after a consultation with the Italian Consul-General, Comm. Z. Volpicelli, and Marquis Cusani-Visconti, commanding the Italian man-of-war, I decided to have a Memorial Service in St. Joseph's Church, as the Cathedral is not free at present."

"What is the meaning of this Service? From the oration hanging in the Church you know we are mourning with the deepest grief for the terrible calamity which has befallen our countrymen, that our thoughts are oppressed with the sufferings and anguish borne by our people. Our souls are overwhelmed by these thoughts and we feel deeply sad and sorrowful. But in our sorrow we must remember, as Catholics that those who perished did not perish completely; their souls which are immortal, are still alive, and in our uncertainty of their state, let us pray that we may help and relieve them: This is the second meaning of the Service. Let us pray God, through the merits of our Lord Jesus Christ, to have mercy upon them; to forgive their faults and grant them everlasting happiness."

"A word now for the survivors. Who can describe the desolation and anguish they have suffered? We know that after the great shock, another came that must have struck terror in their souls. We hear that epidemics have broken out. Let us utter a prayer for them, to ask the Almighty to grant them strength and Christian resignation to provide them with spiritual relief and comfort."

"A word to you, my beloved officers and sailors, who are going home heart-broken in the terrible uncertainty of the doom that has befallen you dear ones. In the name of all, I hope that after a happy voyage, you may still find your relatives and friends alive, but, if Providence has disposed otherwise, I exhort you to lift up your eyes to Heaven and comfort in God. I wish and pray God that you may be strengthened with that special force which is given by Christian resignation and gratitude. Now! Bless all you present, and, interpreting the feelings of all Italians, I also bless all those noble-hearted men of every nation who have so largely contributed to relieve the distress caused by the earthquake in our country. So may it be, in the name of the Father, the Son and of the Holy Ghost."

Bishop Pozzoni, who was very pale, showed signs of being deeply moved while he spoke: his voice often faltered, and on one or two occasions he paused as if overcome with emotion.

A DESPERATE ENGINEER.

Thomas Cameron, second engineer of the s.s. *Toman*, caused considerable excitement and no little trouble to the Police near the Fire Brigade Station on Wednesday night. The engineer first quarrelled with a ricksha coolie, but an Indian constable intervened and the matter was amicably settled. Cameron, however, appeared to be in fighting mood, and is alleged to have then charged some coolies. On the Indian approaching the offender again, the engineer is alleged to have attacked him with a pocket knife, inflicting a nasty wound above the right eye. While this quarrel was proceeding, Inspector Fenton arrived on the scene, and after a desperate struggle with the seaman, succeeded in dispossessing him of the pocket knife. Then followed a struggle to take the offender to the Central Police Station. He refused to go quietly and it was only after great exertions by the Inspector, who was assisted by four men, that Cameron was landed in the charge room. There, after a time he was admitted to bail in the sum of \$200, but, as he failed to appear at the Magistracy yesterday, his bail was estreated.

The Chinese Calendar sent out by Messrs. Wm. Meyerink & Co. of Hongkong this year bears a picture beautifully lithographed in colours representing the final act of the Chinese play, acted at the *Ko Shing* Theatre on the 6th February, 1907 in the presence of the Duke and Duchess of Connaught and Princess Patricia. The calendar is the work of the Hongkong Lithographic Press, in Wyndham Street.

LOCAL SPORT.

HOCKEY.

The meeting between the Buffs and the Kowloon Club at King's Park on Wednesday evening resulted in a win for the soldiers by seven goals to nil. The game was not so uneven as the score would indicate. The Buffs were the better team and were perhaps entitled to two clear goals.

FOOTBALL.

CLUB V. SHANGHAI.

The Hongkong Club has abandoned its intention of sending a team to play Shanghai. Difficulty was experienced in getting players together, and, as the result of some withdrawals, it was decided not to proceed with the arrangement.

BUFFS V. R.A.M.C.

This League fixture was played yesterday at the Happy Valley and was anticipated resulted in an easy win for the Buffs by 8 goals to nil.

LEAGUE TABLE.

The following is the League Table up to date:—

	P.	W.	L.	D.	F.	A.	Pts.
Buffs	6	5	0	1	30	2	11
R.E.A.	7	4	0	3	21	5	9
* R.G.A.	5	3	1	1	21	3	9
Naval Yard	5	2	1	2	11	4	6
Y.M.C.A.	6	2	3	1	12	10	5
B.O.C.	5	1	4	0	3	25	2
* Lusitano	5	1	4	0	3	28	2
R.A.M.C.	7	1	6	0	4	28	2

Two points for a win, one for a draw.

* Lusitano failed to play R.G.A. and the latter received the two points.

RUGBY.

A match will be played this afternoon, kick off at 5 p.m., between the Hongkong Football and Naval teams. The Club will be represented by F. S. Shaw, F. G. Carroll, A. A. Claxton, W. S. Hone, A. E. Wood, C. A. Ferrier, A. S. Kempthorne, T. C. Hall, H. G. C. Bailey, G. D. McIlraith, H. W. Lester, P. Linton, E. D. C. Wolfe, A. Gregory, S. P. Warbrook.

THE VOLUNTEERS' BALL.

The annual dance of the Hongkong Volunteers, held in the City Hall last night, again proved a great success on which our citizens soldiers are to be congratulated. All preliminary arrangements were in the hands of energetic committees whose combined efforts were responsible for the enjoyable evening which will long be remembered by those who had the pleasure of being present. Great care had, as usual, been bestowed on the scheme of decorations, and the skilful work of the committee engaged in adorning the hall must have been apparent to all who attended. The pillars at the entrance to the hall were encircled with greenery, and between them on either side two Maxim guns were trained on the entrance. The balustrades of the first stairway were hidden by leaves and pot plants, while on the first landing pointing at the visitors was a 295 gun, its bright muzzle flashing in the electric light. Above it on the wall hung the motto of the Corps, "Nulli Secundus in Oriente," and in each corner of this landing a maxim looked out from a bower of greenery. Opposite the motto hung the Volunteer banner, above it were more arboreal decorations, and around the walls hung strings of flags. Rifles with bayonets fixed were also piled on the landing, and swords were crossed on the walls and bayonets hung there in circle formation. In the dancing hall the decorations were not on the same lavish scale, but the bandstand between St. George's and St. Andrew's halls was fittingly adorned, while the walls of either hall glistened with circles of bayonets. The scene in the ball room, however, "when music arose with its voluptuous swell," was just as imposing as the display of decorations without, the more gayly ones of the Volunteers and the more white ones of the regulars, of whom a few were in attendance, presenting a very pretty picture.

As before mentioned, the various committees have done their work, well and their efforts, coupled with the hearty co-operation of the whole Corps, made the ball the success it was. The guests found the soldier men admirable hosts, and if anyone went home dissatisfied it was not the fault of the Volunteers. Members of the various committees were:—

Supper and Wine Committee: Lieut. Wolfe, convener, Captain Wood, Co. Sergt.—Majors Logan, Rodger, Glyn, Meek and Gray, Corporals Cunningham and Crawford, and Gunners Wilkinson and Bridger.

Decorations Committee: Lieut. Andrews, convener, Lieut. Roca, Kennett and Russell, Sergeants Darby, Seth and Wiltchall, Corporals Bidden, Loferty and Crowther Smith, Gunners Postley and Marshall.

Invitation Committee: Lieut.—Colonel Chapman, Major McDonald, Captains Armstrong, Craik and Skinner.

Cloak and Card committee: Captain Forsyth, convener, Captains Lammert and Sorby, Lieutenants Northcote, Skinner and Ross, Company Sergeant-Major Meek.

Dancing Committee: Captain Armstrong, convener, Sergeants Hayward and Wright, Corporals Gregory, Trooper Hickman and Private Carroll.

The secretarial duties were in the capable hands of Captain Thompson, Captain Sorby and Staff-Sergeant Avenell.

To the music of the Buffs Band dancing started shortly after nine o'clock and was continued until the early morning hours. The attendance was unusually large but that did not affect the pleasure of the volunteers or their guests who went through the programme of 22 dances with particular zest.

REVIEWS.

The Woman and the Sword, by RUPERT LORRAINE. London: T. Fisher Unwin.

This book possesses the advertising advantage of being the "great prize novel," and, after perusing it, we have to admit that the author deserves his success. "The Woman and the Sword" is a good example of the historical novel. It treats the reader to deeds of "derring do" and to a spice of romanticism which are dramatically portrayed. From the first page the interest is aroused and it is not allowed to flag. The Reimster, an English gentleman who has distinguished himself in the Thirty Years' War which devastated Germany in the 17th century, appeals to the imagination immediately he is introduced, and the reader follows his adventures with the closest attention as he chases a wayward English girl through Germany and performs heroic deeds on her behalf. There is plenty of sword play in the novel, but the business is not overdone and one reaches the finish with a pleasant sensation that all is well that ends well.

The Forbidden Boundary, by PUTNAM WEALE. London: Macmillan & Co. Hongkong: Kelly and Walsh.

The author is well known as a writer on Far Eastern topics. His ability is not questioned, but his observations and conclusions in former writings have been freely criticised. One would think that in his latest production, a collection of short stories, there would be little to challenge, but it is doubtful if his description of what for lack of a better form, may be called "Japanese" whites will be allowed to pass without comment. In "The Forbidden Boundary," the story which gives its title to the book, the author deals with the East and West. The story is not a mere tale of love between an Eastern maid and a Western youth, but rather an illustration of the wisdom of the two communities, the terrible example being furnished by the decadent whites who have become denationalised and seen as Japanese, the same in some respects but still radically different. The story is well told, and those who like thrills and sensations will enjoy the other tales which abound in dramatic situations. They are all Far Eastern and should, therefore, possess greater attraction for readers here.

The Broken Honeymoon, by EDWIN PUGH. London: John Milne.

This can truthfully be described as an arresting and a tragic story. One reads it in spite of one's self. It is too sombre to be pleasant, but yet one started on it the reader feels impelled to go on—a tribute to the author's absorbing writing, which would be more laudatory were the subject more inspiring. A story of sordid quarrels between a couple prior to, and succeeding, marriage, it cannot expect to rank with the novels which whet healthy appetites. Nevertheless the reader has unwillingly to confess that the study is a clever one.

Xmas Number of the "Times of Ceylon". Colombo: Times of Ceylon. This is undoubtedly one of the most artistic journalistic productions in the East. With an attractive front page pictorially representative of Ceylon, copious illustrations, excellent photographs, commercial articles, readable stories and social gossip and shooting notes, the production is most comprehensive and attractive and should meet with no little favour from residents in the island of "spicy breezes."

The Commercial Products of India, by SIR GEORGE WATT. London: John Murray.

This is a very comprehensive work, the arrangement of which follows that of the dictionary, and on its compilation Sir George Watt is entitled to congratulation. Every available source has been drawn upon to supply correct data and it is difficult to imagine one volume which comprises so much useful information. The work is concise yet comprehensive, and should find a ready place in the library of all business men interested in Indian trade and commerce. Its value may be gauged by instancing the manner in which one product is dealt with, namely, opium. It is described in the opening paragraph, then comes a history of opium, tracing it from early Greek knowledge to Chinese knowledge and down to the present day, the various trade systems, cultivation price, and so on. The price of the book is 16s.

The Tempting of Paul Chester, by ALICE and CLAUDE ASKEW. London: T. Fisher Unwin.

Undoubtedly a most successful collaboration. The novel is absorbing in the fullest sense of the term, and the reader's attention is held throughout. The story is indeed a striking one. Paul Chester, the hero, is a middle class young man, with political aspirations, who meets the Duchess of Berkshire, the wife of the Prime Minister of Britain. The woman, despite all her physical charm and intellectual endowment, is primitive in her passions, and having become infatuated with Chester because he was mainly enough to prevent her mistreating a small dog, she helps him to political recognition. The young man, in spite of his better nature, is fast falling under the spell of the temptress, but the drifting towards an ultimate union is arrested by the woman, overwhelmed by the fierce torrent of her feelings, declaring her love. Chester was not prepared for this and he falsely avows that he does not reciprocate her affection. A burning hatred now takes the place of the love she once felt and she plays the part of Potiphar's wife, denouncing Chester to her husband. Paul struggles against bitter opposition for a time and as the misunderstanding which kept him and his wife apart is cleared away, so are his other troubles and he continues his career buoyed up with love and happiness.

The Sunny Side of the Hill, by ROSA NOU-CETTE CAREY. London: Macmillan & Co. Hongkong: Messrs. Kelly and Walsh.

Although her forte is the "domestic novel," Miss Carey is none the less an attractive writer, and her stories appeal to readers of every age and to both sexes. "The Sunny Side of the Hill" is likely to become one of the most popular of her productions for, although there is no adventure or dramatic element in it, the love theme is delightfully handled and the principal character, Miss Brydod, is admirably drawn. Aunt Margaret, as she is known, has not long inherited a picturesque old country house and a sufficient income to maintain it when she invites to her home—Maureen, a girl of nineteen, one of the many children of her brother. The girl understands that the invitation is intended as a lasting one and that if she goes to her aunt it is as an adopted daughter rather than as a mere visitor. Naturally she does not relish the idea of leaving her brothers and sisters, but once settled in her new home she is happy enough. One of the neighbours is Mr. Romney Chaytor the crippled owner of Marsh Hall, who in saving the life of his half sister met with an injury that made him lame for life. This affliction decided him not to marry, but Miss Brydod induces him to change his mind although she is very much surprised to find that his choice falls on her own niece.

In Japan, by GASTON MIGRON. Translated from the French by Florence Simmons. London: William Heinemann.

Of the making of books on Japan there seems no end. The work under notice, however, does not belong to the guide book order nor to the region of fiction. It is merely a series of notes on pilgrimages to the shrines of art, indications to Western visitors of the treasures of painting and sculpture preserved in the innumerable temples of the country, but they are written so beautifully and with such sympathy and love of Japanese art that they will, no doubt, form a standard work on a fascinating subject. Japanese sculpture and painting, though they have not embraced everything, have according to Mr. Migron, equalled in some of their higher manifestations, the great masterpieces of Egypt, Greece, France and Italy. Averse from the study of the nude and lacking a hard material such as marble or stone, its statuary, working with painted or lacquered wood has created divine figures with a depth of idealism probably unique and represented its priests and bonzes in prayers of meditation with a force of expression, a keenness of characterisation positively startling. Its painting, exclusively religious in the beginning, created such a noble image of Divinity that no other artists have ever so made use of the human figure to ennoble, purify and raise it to the mystical idea they sought to express. This is, so true that no art may be more fully called ideal than theirs. Mr. Migron helps us to a better appreciation of the old world Japan, its palaces, temples and sanctuaries with their wealth of Buddhist art. He lingers among the monasteries and monuments of the past so lovingly, finding much to enquire and admire that it is with genuine regret that one comes to the end of the artistic peregrinations. This book is a masterpiece of the art of the translator, as this introduction to the chapter on Kyoto will show—"The charm of certain towns is as indefinable as that of certain women. It is something seductive and fascinating, an exquisite grace combined with infinite sweetness, great elegance of manners, supreme distinction, the caress of a smile, the nobility of a fine gesture, traits which instinctively call forth love. It is impossible to resist the charm of Kyoto; I know some who have left their souls there."

THE OXFORD HYMN BOOK.

The Oxford Hymn Book, which will be published immediately, has been prepared by the Dean of Christ Church, Dr. Strong, and the Lady Margaret, Professor of Divinity, Dr. Sanday. It is divided into four books: first, hymns for times and seasons; second, hymns for saints' days, sacraments, and special occasions; third, general; and fourth, Latin hymns. There are 350 hymns in all, but several are set to more than one tune, and the indexes all upwards of forty pages in the music edition. The editors have been to make a selection of those hymns which appear to satisfy a certain standard to be content with an approximate application of them to particular occasions. The nearest example of the type, that they have had in mind is the hymn book used in the University Church at Oxford, and the Oxford Hymn Book might be called an expanded edition of this. For the music, the selection of which has been guided by somewhat similar principles to those used for the words, the editors have relied throughout upon the advice of Dr. Basil Harwood, organist of Christ Church; and the music type is a new font, specially cast, based upon the famous Walpurg font. Mr. Henry Frowde is the publisher for the Clarendon Press.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th, at 12.05 p.m.—The barometer has fallen considerably over E. Japan and the Bonins; and risen elsewhere, particularly over S. China and the Loochoos.

The depression over the Pacific is moving towards E.N.E. between S.E. Japan and the Bonins.

The anticyclonic area remains over China to the North of the Yangtze.

Gradients are rather steep and hard monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N. winds, fresh; fair.

Formosa Channel. N.E. winds, strong to a gale.

South coast of China between Hongkong and Lamooks. Same as No. 1.

South coast of China between Hongkong and Hainan. N. winds, strong.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The ordinary general meeting was held on 11th December at the London offices, Leadenhall street, Sir Thomas Sutherland presiding. The Chairman observed that, as the proprietors were all well aware, since the meeting held a year ago the trade of the world had been passing under a cloud, and that the great shipping industry had suffered and was now suffering accordingly. They had paid this year on account of the new ships they were bringing into the fleet £575,824; they had paid this amount quite easily, because at the present moment almost the whole of their debenture capital was unemployed. The cost of their fleet averaged originally over £23 10s. per ton, but it was now reduced by the operation of their sinking fund and their reserves to a figure below £4 10s. per ton. In view of these figures, the company stood in a very strong position.

THE NEW MAIL CONTRACT. The new mail contract was of a more arduous character than any which had preceded it, but up to the present it had been carried out with the efficiency which was customary on the part of the company. The late subsidy received by them was £340,000, but the subsidy for the present contract would be only £305,000. Consequently, for the time during which the contract had been in force they had lost £22,868. But he looked back to the year 1870, when he first became closely connected with mail contracts and postal contracts of every kind, and he found that since that date he had assisted at no fewer than 21 of such contracts—contracts made not only with the Imperial Government, but repeatedly with the Governments of Australia, with the Government of Italy, and even with the Government of India in regard to an important innovation known as the parcel post—and he found that all these important operations had "panned out" extremely well. He only hoped that the present contract would prove as satisfactory as its predecessors.

TRADE AND FREIGHT. With reference to the most important of all the queries of their revenue, since they had been able to obtain some advance in their revenue in connection with the trade of India, but with regard to the home trade freights from India the business could only be described as simply miserable. In the 12 months covered by the accounts the trade of Bombay, and Karachi alone lost in value to the extent of no less than £12,000,000, and as regarded Calcutta, although he was not able to mention the value, he knew that it lost in exports at least £20,000,000 in freight. Those figures accounted, on the other hand, for the great falling off in the export of specie from this side; on that account alone the company earned £35,000 less than in the previous year. Another trade they had in connection with India was most important—the intercolonial trade between Bombay, China and Japan. Of that trade he was not able to speak in anything like an encouraging spirit. The rates now prevailing in it were such that they were only fit for the work of ordinary cargo vessels, whereas the company were compelled, under the necessities of their mail contract, to run every year finer and more costly vessels. The drawback in that respect was intensified by the fact that the opium trade had now fallen to a mere fragment of what it was at one time, and it would be finally dissolved within a comparatively short period. In regard to the Australian trade, their exports were at first shaken somewhat considerably by the operations of the new tariff in that country, but the trade at the present moment was on the whole fair. With respect to the import trade from Australia, he feared it was shipping was concerned, in an unsatisfactory condition because at the present moment there had been a degree of competition set up in connection with it which was injurious to all concerned. They had had a special loss of £20,000 in connection with the Egyptian mail line, and he had been informed that the loss to the Messageries Companies was much greater.

He saw that the scheme was likely to be restarted in some shape, but it would certainly be followed again by a collapse in the rates. The greatest disappointment they had had for years in connection with their Australian passenger traffic, which was actually of less value than it was 18 years ago. The passengers had not gone to any other company, but the Australian public, in the desire to economise, had stayed at home. He feared that unless an improvement set in, there would be a serious loss of passenger traffic on that line, which would seriously affect the fortunes of all concerned except the passengers themselves.

THE SUNKEN "KALOMO." As a result of the 10 days' search, no passage was discovered, which was somewhat of a disappointment, but it was a year ago that the principal lines in the Eastern trade on account of the great rise in coal and ship's stores of nearly all kinds. The question of removing it was over before their eyes, but in the present state of business he could not hold out any immediate prospect of this being done. The temptation was, perhaps, rather the other way—namely, to incorporate the surtax in the ordinary passenger tariff, and at the same time to help those of their passengers who were not too well off by a cheaper service than they could afford to give by their mail service, and this, in fact, they were doing this year.

GENERAL. In their report the directors had summarised the three years' correspondence which had gone on in connection with the seizure of the company's steamers *Malacca* and *Formosa* in 1904 by a vessel of the Russian volunteer fleet during the war with Japan and had referred to the final result of the affair. There was, he added, no doubt whatever that if the matter had been submitted to an impartial tribunal the company would have recovered large damages. Referring to the subject of shipping agreements, and to the inquiry which had been proceeding for some time into their character, he stated that the company had been connected with such agreements for fully 30 years, and they had no reason whatever for feeling ashamed of the fact. He concluded by moving the adoption of the report.

Mr. Samuel S. Gladstone seconded the motion, which was unanimously adopted.

A DISAPPEARING PEOPLE.

It is stated that in New South Wales only 2,347 aborigines remain—namely, 939 men, 669 women, and 739 children. To these may be added 4,613 half-castes. These figures are taken from a return of last year, and this shows that there has been a total decrease of 116 upon that of the previous year. The death-rate among the natives proper is 60 over that of the births. The Government has done all that it can to arrest the decline, but it seems as if the extinction of the race is only a question of time.

LATEST STEAMER MOVEMENTS.

The *Chargers* Benin str. *Amiral Duperré* is expected to arrive at this port on or about the 27th inst., and probably will leave on the same date for Shanghai, Japan and San Francisco.

RAISING THE SUNKEN "KALOMO."

SALVAGE EXPERTS REPAIRING DAMAGE TO HULL.

As groundly erect as she ever stood when plying the placid waters of the Suez Canal, the American-Manchurian liner's chartered steamer *Kalomo* now rests on the bottom, at Passir Panjang, parallel to the beach, just before the Insane Asylum is reached.

It does not seem that she will remain there much longer, says the *Straits Times* of the 6th inst. as the Tanjong Pagar Dock Board has a considerable force of men, including expert divers, at work stopping up the holes in her hull, and others will soon be fitting cofferdams over her hatchways, so that she can be pumped out and taken into drydock for a thorough overhauling. The divers are not only stopping up the holes made by the heavy shot from a British gun, which eventually caused her to sink and thus extinguished the flames which were making havoc with her oil cargo, but are also closing all the outlets from the engine room and all other apertures which were opened by the officers of the ship in the vain hope of sinking her without resort to more violent methods. When this work is done, and the cofferdams are fitted over the hatchways, the work of raising the steamer will not be difficult, as her decks and sides are intact, save for the apertures mentioned. No attempt is being made to touch the cargo, which is to be left on the steamer till she is raised.

The ill-fated vessel may be clearly seen, or as much of her as is above the waterline, from the beach at Passir Panjang, and at low tide one may walk far out from the shore to within easy talking distance, for the bottom is nearly level a great distance out, and then descends abruptly to five or six fathoms. As low tide the *Kalomo* and her cargo are above the water-line, but the main deck is constantly submerged to a considerable depth. The rust on the funnel shows that her unwonted immersion is not doing the steamer any good, as would naturally be anticipated, but the fate of her cargo must be left to the imagination.

Considering the fact that a large stock of carbon paper to supply several dealers in Manila was on board before the fire broke out, it is safe to surmise that the damage to the cargo by fire and water is quite heavy. There was considerable structural steel and other comparatively imperishable material on board. It is understood that the whole cargo will be turned over to the underwriters, who will put up for sale whatever portion of it is found to be worth anything. It is known that a large portion of it, though not all, was insured, as all cargo ought to be when born on oil-carrying steamers.

It is as yet too early to say when the *Kalomo* will be afloat again, but the work is being pushed along with reasonable rapidity and parts of cofferdams weighing from two to three tons, have been prepared for her deck and will soon be in place.

NEW AMERICAN PEERESS.

The Earl of Granard, the Minister assisting the British Postmaster-General, is engaged to be married to Miss Beatrice Mills, daughter of Mr. and Mrs. Ogden Mills, of Staatsburg, Dutchess County, New York.

Miss Beatrice Mills is a granddaughter of Mr. Darus Ogden Mills, the well-known millionaire philanthropist of New York, and niece of Mrs. Whitelaw Reid, wife of the American Ambassador.

Lord Granard first met Miss Mills at a party given by the American Ambassador at the Dorchester House.

Miss Beatrice Mills, as well as being a great heiress—she will inherit vast fortune from her grandfather—she is very pretty and accomplished. She has a magnificent voice, and had circumstances made it necessary for her to seek some vocation, she would have gained fame on the concert stage.

Lord Granard, who is 34, is a Lord-in-Waiting to the King. He served with the Scots Guards in the South African War, and was awarded both the Queen's Medal and the King's Medal. He succeeded his father in the title and estates, which comprise over 2,000 acres in 1889.

ELGAR'S SYMPHONY.

SPLENDID RECEPTION IN LONDON.

All musical London was present at Queen's Hall recently, says London contemporary, when Sir Edward Elgar's new Symphony was produced by the London Symphony Orchestra, under Dr. Richter. The work was first played at the Free Trade Hall, Manchester, and was hailed with unanimous acclaim by the critics who generously praised the London performance. Among those in the audience were Sir Charles Villiers Stanford, Mr. and Mrs. Henry J. Wood, Dr. Walford Davies, Mr. Josef Holbrooke, Dr. J. Mackenzie Bogart, and numerous other musical celebrities. The work itself grows in interest (if this is possible) upon second hearing, and to tell the truth, was considerably better played by the London Symphony Orchestra than was the case at Manchester. Its somewhat pessimistic tone was well preserved, but the jubilation movement of the "motto" theme in the last movement was given more prominence, and the exquisite "Adagio" was better presented.

Sir Edward Elgar had a veritable ovation at the close. He had already been called to the platform several times after the slow movement, and at the finish he was plainly embarrassed by the frantic outburst of applause which greeted his appearance on the platform. London musical audiences are supposed to be fastidious in their tastes, but on the present occasion there was no dissentient note, and the new English Symphony made a triumphant entry into the capital.

During the interval well-known musicians gathered in force in the vestibule, and the general opinion expressed was that here at last we had a work worthy to rank with all that is highest and most noble in the realms of lovely sound. Sir Edward, we know, is exceedingly modest where question of his own achievements is concerned; but he was obviously gratified at the reception of this his latest and greatest work, and should be a happy man to-day.

Dr. Richter was surely the most wonderful figure in the musical world since the death of Verdi—and even, perhaps, without that consideration—wielded his baton over this ultra-modern music with all his usual imperturbability.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamoille, Laid Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of the lifetime. A. B. Watson & Co. Ltd. Sole Agents, [262]

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[36]

MR. ROOSEVELT'S TOUR.

AMUSING TRAVESTY BY CLUBMEN.

The Gridiron Club, which is essentially an American institution, without a counterpart in Europe, was on the warpath again last month. This club, composed mainly of eminent journalists, exists for the purpose of dining likewise lampooning, grilling, and roasting, in a strictly friendly way such guests, including diplomats, cabinet Ministers, Senators, Governors, financiers, and politicians, who may have the misfortune to secure invitations.

President Roosevelt, Vice-President Fairbanks, President-elect Taft, and Vice-President-elect Sherman were among the guests last night, and the club waxed uproariously merry at their expense. Mr. James Henry, a Philadelphia newspaper man, presided, having Mr. Roosevelt on his right and Mr. Fairbanks on his left. No sooner had President Roosevelt entered the banqueting hall than the lights were switched off, and from the gloom came the voice of the chairman, Mr. Henry, "We are now in Darkest Africa," while the roars and growls of wild animals were heard on every side.

Then the lights came up with the announcement "Sadder, sadder in Southern Senegambia," and the guests found before them a tent, on which was the sign "The Lookout," in allusion to the *Outlook*, the staff of which the President shortly joins. The tent stood in a tropical jungle. In front were discovered an orderly in khaki and pith helmet, a Zulu chief, who stood guard with a spear, and a mysterious person who were the label "Auditor" and carried a bell punch. The rattle of a typewriter was heard within the tent, and then the voice saying, "Here, secretary, take this." Then followed "Scribbles Magazine," New York, "Victorious Nyanza, April 1. The lion is a wild, ferocious animal."

At this moment it was discovered why the "auditor" was in the party. He registered each word with the bell punch, and jotted the amount as a dollar a word after each sentence. Thus the dictation which was going on furiously in the tent sounded something like this:

The lion is a wild, ferocious animal ("Eight dollars," shouted the auditor.) It has a soft body and hard face (seventeen dollars). It is the king of beasts, and its daughter is the princess (twenty-nine dollars). The lion roars like distant thunder (thirty-five dollars), but it is nobody's business what its religion is (forty-four dollars).

This dictation by the man in the tent of a story for the magazine, and the thrifty spirit which prompted the placing of an auditor to keep track of all the words used at a dollar a word, caused tremendous laughter. The dictation of the story was stopped by a shout from within. "Wait a minute. I'll tell something," followed by a shot in the tent. The Zulu chief, who had been standing rigidly outside the tent, came suddenly to life, and dashed away, returning almost instantly with a small skin, which he help up, and which was photographed with elaborate ceremony by Kermit Roosevelt, official photographer to the expedition. It was identified as a "bongo" by the man in the tent, and immediately a story about the bongo was dictated for the magazine, while the auditor kept accurate track of all the words used.

Another shot brought in a "whiff-buff" which was described for the magazine, after a new typewriter had been secured the strenuous dictation about the bongo having broken the other.

Two shots were fired after the story of the whiff-buff was completed, and the Zulu brought in a large elephant and a large donkey. These strange animals, shot in the jungle, were described in an illuminating manner by the man in the tent, after they had been photographed and mounted.

Meanwhile the auditor kept accurate account of the words used. Later a despatch to the "Lookout" was begun, and the auditor started to count the words in that at a dollar a word, but was told to stop. "Keep out," said the man in the tent; "you have nothing to do with this. This isn't space; it is salary work."

The despatch to the "Lookout" was much enjoyed. Its tenor was that, while the writer had gone to Africa to avoid any semblance of interfering in the Taft administration, still he had a few ideas he desired to express, and perhaps it would be well for Mr. Taft to heed them. A despatch followed in Mr. Roosevelt's style, and bristled with the phrases he uses. A second typewriter broke down with a loud bang while in the middle of this despatch. "Get me another typewriter," shouted the man in the tent. "There are no more typewriters, sir," the auditor announced. "Then," said the man in the tent, "I'm going home."

Messrs. Fairbanks, Taft, and Sherman were all successfully "gridironed," and so accustomed are American public men to the process that the victims not only refrained from wincing, but joined, or pretended to join, in the general laughter. These gridiron shows are always very well stage-managed, with plenty of scenic effects, suitable costumes, music chorus, and snappy verses. They are reported in leading papers with even greater detail than the debates in Congress.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.G. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are reminded that Entries for the next RACE MEETING close to the undersigned TO-MORROW (SATURDAY), the 16th inst. Those entering names are requested to send their Entries to the Office of the HONGKONG JOCKEY CLUB, No. 3, Clatter Road, Ground floor of the Hongkong Club Annex before 5 p.m. on that date.

By Order
T. F. HOUGH
Clerk of the Course.
Hongkong, 15th January, 1909. [190]

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LD.

REDUCTION OF TELEGRAM CHARGES.

THE Public are hereby informed that on and after the 22nd January, the FRANCHISE over the Hongkong-Foochow-Shanghai Cable will be reduced by 20 per cent. for Telegrams exchanged between Stations in China, Hongkong and Formosa. As the Imperial Chinese Telegraph Administration will from the same date allow a rebate of twenty per cent. over their system, the Charges for Telegrams to inland towns, which transit the Cable, will be reduced accordingly. From the 22nd January, until further notice, the Currency Charges per Word from Hongkong will be:

To FOOCHOW 20 cts. To SHANGHAI 40 cts.
To FORMOSA 45 " " CHEFOO 61 "
To TIENTSIN 66 " " PEKING 74 "
J. M. BEECHER, Superintendent.

Hongkong, 15th January, 1909. [191]

THE GREAT NORTHERN TELEGRAPH COMPANY, LD.

HONGKONG STATION.

NOTICE.

REDUCTION OF TELEGRAM CHARGES.

SENDERS OF TELEGRAMS are hereby advised that on and after the 22nd instant, the FRANCHISE over this Company's Cables between HONGKONG, AMOY and SHANGHAI will be reduced by Twenty Per cent. on all Traffic exchanged between HONGKONG AND STATIONS IN CHINA.

As The Imperial Chinese Telegraph Administration from the same date will allow a Rebate of twenty per cent. over their system, the Charges for Telegrams to inland towns, which transit the Cable, will be reduced accordingly. The following Charges per Word from Hongkong will consequently be applied from the above date until further notice, viz.:—
To AMOY 20 Cents, SHANGHAI 40 Cents, CHEFOO and TIENTSIN 61 Cents, HANKOW 71 Cents, PEKING 66 Cents, PEKING 74 Cents.

OLAF NIELSEN,
Superintendent.
Hongkong, 15th January, 1909. [192]

NOTICE.

IN accordance with instructions from the Board of Post and Communications, the total TELEGRAPHIC CHARGES for all Private Telegrams whether Written in Chinese or Foreign languages and exchanged between Places within the Empire of China will, on and after the 1st day of the 1st Moon of the 1st Year of Hsien Tung, i.e., the 22nd of January, 1909, be Reduced by 20 per cent. as rebate according to the Rates now in force, with the exception of Press Telegrams.

Telegrams exchanged locally between SHANGHAI, FOOCHOW, AMOY and HONGKONG will be charged at the usual Rates per Word Reduced by 20 per cent. viz.:—
To AMOY and FOOCHOW Chinese Plain Messages 10 cts.
To AMOY and FOOCHOW Foreign Messages 20 cts.
To SHANGHAI Chinese Plain Message 20 cts.
To SHANGHAI Foreign Message 40 cts.
WAN HAO, Manager.

The Imperial Chinese Telegraph Administration.
Hongkong, 15th January, 1909. [193]

TO LET.

GOOD OFFICES at No. 2, PEDDER STREET.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 15th January, 1909. [194]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th Jan. will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Jan. at 9.30 a.m.
All Claims must reach us before the 24th Jan. or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 15th January, 1909. [195]

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11.15 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1908.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 21st January to THURSDAY, the 28th January (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORRHCOTE,
Secretary.
Hongkong, 14th January, 1909. [188]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December 1908.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 19th January to THURSDAY, the 28th Jan. (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.
General Agents for the
WEST POINT BUILDING COMPANY, LTD.
Hongkong, 12th January, 1909. [178]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 12 o'clock noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December 1908.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 9th January to THURSDAY, the 28th Jan. (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th January, 1909. [179]

INTIMATIONS

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 26th and 27th February, in the Horticultural Gardens. Intending Exhibitors should send in their entries to the Hon. Secretary not later than 18th February.

Copies of the Rules and Schedule may be obtained from the Hon. Secretary.
L. GIBBS,
No. 6, Beaconsfield Arcade.
Hongkong, 14th January, 1909. [186]

NOTICE.

L. CHAN WOON of No. 29, Wing Wo Lane, Victoria, in the Colony of Hongkong, Shipowner, hereby give notice that I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of the ship "YINGKING" of Hongkong, Official No. 14631 of Gross Tonnage 7695 tons, Register Tonnage 5613 tons, hereafter owned by Sing On Steamship Company, Limited, for permission to change her name to "Hoi Tung" and to have her registered in the New Name at the Port of Hongkong as owned by me.

Any objections to the proposed change of Name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.
Dated at Victoria, Hongkong, the 11th day of January, 1909. [163]



Sanitary Board Office,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the CENTRAL Division of the City of Victoria and the WESTERN Division of Kowloon occupied by more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic Building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "Throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Landings, all Ceilings and the undersides of Roofs in Main Buildings, Offices and Servants' quarters and inclusive of Verandahs. The backyard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished Woodwork in good condition, however, need not be lime-washed, but must be cleaned.
The Central Division of the City lies between the Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.
Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai Service Reservoir to the Northern boundary of Kowloon.

The Government Lime-washing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.
A. GIBSON,
Secretary.
Dated this 4th day of January, 1909. [180]

AUCTIONS

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY

TO BE SOLD

BY ORDER OF THE MORTGAGEES

MESSRS. HUGHES & HOUGH,

AT THEIR SALES ROOMS, ICE HOUSE STREET,

TO-DAY (FRIDAY),

the 15th JANUARY, 1909, at NOON.

ALL those Pieces or Parcels of ground

known and registered in the Land Office

as INLAND LOTS Nos. 1544 and 1712, with

the Messuage and Buildings thereon known as

"NOWLANDS," Conduit Road.

The premises are held under and subject to

the Agreement and Conditions of Sale under

which the same were purchased from the Crown

at Public Auction and the purchaser will be

entitled to apply for and obtain Crown Leases

thereof for terms of 75 years each.

Approximate Area of Inland Lot No. 1544—

49,246 square feet.

Approximate Annual Crown Rent \$339.42

Approximate Area of Inland Lot No. 1712—

13,872 square feet.

Approximate Annual Crown Rent—\$96.

For further particulars and conditions of sale

Apply to—

The AUCTIONEERS,

or to

MESSRS. DEACON, LOOKER & DEACON

Solicitors for the Vendors.

Hongkong, 8th January, 1909. [156]



PUBLIC AUCTION.

THE undersigned will let by Public

Auction, on

TO-DAY (FRIDAY),

the 15th JANUARY, 1909, at 3 p.m., on the spot,

The Several Lots numbered 1 to 19 on Plan

to be seen at the Auctioneers' Office, for

erection of

BOOTHES and MATHEDES,

on the Government Ground adjoining the Race

Course, North of the Grand Stand Enclosure.

Terms—Cash.

For Plan and Conditions of Sale, apply to—

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 12th January, 1909. [169]

IRON GRIT, Round or Angular for Stone

sawing, dressing and polishing.

Also all other kinds of abrasives for stone

working.

EDWARDS, MACDOUGALL & Co.,

180, West Regent Street,

GLASGOW, Scotland. [1611]

Buying Agents Wanted.

FOR SALE A Quantity of NETTING

for TENNIS COURTS, etc., at less

than half cost.

TABLE BILLIARD SETS, SLATE BEDS, from

\$40.00. May be seen by appointment.

CHINA EXPRESS CO.,

3, DUNDRELL STREET.

Hongkong, 12th January, 1909. [50]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1261]

SIN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1327]

SPECIAL FOR FANCY DRESS

BALL

As are now greatly in demand by Gentlemen.

TAFFETEEN

ALL COLOURS.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 12th January, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 35 & 37, Hing

Loong Street, (2nd Street, west of Central

Market) Telephone No. 515. [660]

TO LET

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st January, 1909. [98]

TO LET.

ROOMS in HOTEL MANSIONS, suitable for

Offices or Chambers.

Apply to—

HENRY HUMPHREYS,

Alexander Buildings.

Hongkong, 11th November, 1908. [104]

TO LET.

A HOUSE in MOUNTAIN VIEW, furnished

for Summer Months. In Good Order.

Cheap Rent.

Apply to—

Linstead & Davis.

Hongkong, 5th January, 1909. [141]

TO LET.

FURNISHED, THE BLUFF No. 107, the

Peak, 5-Roomed Bungalow with Tennis

Court. March to July. Rent \$150.

Apply to—

L. GIBBS,

6, Beaconsfield Arcade.

Hongkong, 9th January, 1909. [160]

TO LET—FURNISHED.

THE "GROVE," MACDONNELL ROAD,

from the 15th of March, 1909, for 12

months. Apply to—

Messrs. PERCY SMITH & SETH,

No. 5, Queen's Road Central.

Hongkong, 14th January, 1909. [187]

TO LET

TO LET.

No. 52, CAINE ROAD.

Apply to—

SAM WANG CO., LTD.

81, Queen's Road Central.

Hongkong, 30th September, 1908. [101]

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-mai,

Area 85,200 square feet and with 255

feet Sea Frontage. Especially suited for Storage

of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE AND

FINANCE CO., LTD.

Hongkong, 18th January, 1908. [103]

TO LET.

No. 14, SEYMOUR TERRACE. Posses-

sion from 1st January, 1909.

Apply to—

THE COMPTON DEPARTMENT.

Messrs. GIBB, LIVINGSTON & Co.,

St. George's Building.

Hongkong, 2nd December, 1908. [112]

STORAGE.

For Coal, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

No. 285 at NORTH POINT, suitable

for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36

on PRAYA EAST. Approximate AREA

43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906. [96]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. [102]

TO LET.

OFFICES and ROOMS on the 1st and

2nd Floors of No. 14, Des Voeux Road

Central (formerly occupied by Messrs.

SHEWAN TOMES & Co.).

Apply to—

THE COMPTON DEPARTMENT,

E. D. SASSOON & CO.,

Queen's Road Central.

Hongkong, 10th June, 1908. [105]

TO LET.

COMING! COMING!

HARMSTON'S
GRAND CIRCUSAND
ROYAL MENAGERIE OF
PERFORMING WILD
ANIMALS.ARE ALL STAR LONDON AND
CONTINENTAL ARTISTS.

30 IN NUMBER 30

GRAND OPENING NIGHT
ON MONDAY, JANUARY 18TH.

LOCATION OF OUR TENTS—CAUSEWAY BAY.

For full particulars see descriptive hand bills.
Performance at 9 P.M. sharp.SPECIAL
MATINEE PERFORMANCES—
EVERY WEDNESDAY & SATURDAY.Doors Open at 2.30 P.M.
Performance at 3.30 P.M. sharp.
Children Half-Price at Matinees only to all
parts of the Circus.Tram Cars will run after each performance.
Booking at ROBINSON PIANO Co.
Hongkong, 14th January, 1909. [164]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI."

having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 15th inst. at 9.30 A.M.

No Fire Insurance has been effected.
CARLOWITZ & Co.,
Agents.

Hongkong, 8th January, 1909. [4]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ."
FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th January, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd January, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th January, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th January, 1909. [161]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 13th January, 1909. [164]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the following stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. H. RUTONJEE & SONS, Kowloon
Messrs. HUNG CHONG, Elgin Road.
Messrs. HUNG YAU, Hongkong Ferry Wharf Stall.BRITISH POST OFFICE AND
RADIO-TELEGRAPHY.

BOLT HEAD STATION OPENED.

The radio-telegraph station erected for the Post Office at Bolt Head, South Devon, the establishment of which cost £200,000, was formally opened last month by the Postmaster-General. The station is to be available for communication with all ships fitted with wireless telegraphy, and the general charge for transmission is to be 8d. per word. Mr. Sydney Burton, who was accompanied by Sir Henry Babington Smith, secretary to the General Post Office, said that wireless telegraphy having taken such special forward development it seemed only right that the Post Office should take a hand in regard to it. They had already two small experimental stations, but this was a more serious step and of more practical importance. It was intended to be a business affair for a commercial purpose. One of the principal objects that they had in mind was the carrying out of their obligation under the International Radio-Telegraph Convention of 1906. They thought that it lay upon them, as parties to that Convention, to have a Government station not only to carry out their obligations, but also, if necessary, to enforce them elsewhere. What was still more important was that, in pursuance of the deliberate policy of the Post Office, they were determined, in regard to wireless telegraphy, to see that nothing in the nature of a monopoly was allowed to grow up; they had learned a lesson in regard to the telegraph and the telephone systems. The chief advantage of such stations for years to come would be for communication with ships in motion. Its success depended much on the particular atmosphere and even peculiar light, but no doubt those limitations would be overcome as time went on. A great disadvantage was the difficulty of direction and distribution, for messages were at the command of all stations, which destroyed privacy. That prevented its being of much value at present for internal purposes, though he did not think they could set any bounds as to the wireless telegraph in the future. Anxious and fears had been dispelled by the Convention, and he cordially recognised the work of the British delegates, especially that of Sir Henry Babington Smith and Lieutenant Loring, who secured greater concessions than had been hoped for. The Marconi Company was at first suspicious, but happily friendly relations had been established, the company had built station for the Government. Mr. Marconi could claim that he was the first to bring the researches of many investigators into practical use. He was glad of the opportunity of opening the first real commercial Post Office wireless telegraph station, and believed that there was a very great future for wireless telegraphy, not only in the Post Office and from ships, but in other forms of commercial industry.

Sir H. Babington Smith said they were, he hoped, emerging from the controversial stage into a period of useful work. That was so was due in very great part to the clear-sighted and determined manner in which Mr. Burton had followed a consistent and enlightened policy in the matter. They were at the beginning of a very great further development of wireless telegraphy, and he anticipated that in a few years' time a wireless equipment would be regarded as an indispensable part of a ship's equipment, both for the facilities it gave to passengers, and more important, because of the safety of the ship.

The new installation was at once put into operation, and among the first messages received was the following from Mr. G. Marconi: "Congratulations on inauguration of Bolt Head radio-telegraphic station, and best wishes for success of Post Office wireless telegraph."

To this Mr. Burton replied: "Many thanks for the good wishes conveyed in your message. The station has been equipped by your company in a most efficient manner. To the Lieutenant-Governor of Guernsey Mr. Burton telegraphed: "I send you greetings by wireless telegraph on opening of Post Office radio-telegraph station at Bolt Head. Its primary object is communication with ships, but I hope that it will also help to maintain telegraphic communication with Channel Islands in unfortunate event of interruption of cable." Mr. Burton sent the following message to Mr. McKenna at the Admiralty: "An opening Post Office wireless station at Bolt Head. Hope that as organised under Radio-Telegraph Convention it will serve the need of Mercantile Marine, while fully safeguarding Naval interests."

The apparatus worked perfectly, and the points were very readily taken up.

A JAPANESE NOBLEMAN
DISGRACED.

The Emperor of Japan has withdrawn the Imperial sanction of the engagement of Princess Kitashirakawa to Count Togo, and, as a disciplinary measure, it has been decided that the treatment pertaining to his rank as Count shall no longer be extended to him.

Japanese newspapers publish a statement on the subject attributed to Viscount Tani, one of the members of the Nobles' Disciplinary Committee. The Viscount is quoted as saying that he sees no reason for observing privacy in this matter. The details are that Count Togo married an English lady during his student days abroad, and on his return to Japan he registered the fact, registering the divorce at the same time. Then, in order to conceal this incident, he changed his domicile from Honjo to Kotahikawa, so as to have a clean record in the new register, after which precaution he proposed for the hand of Princess Take. At the meeting of the Disciplinary Council nobody was found to utter a word of excuse for such conduct. Very probably the Count had been badly advised, but that his conduct was unbecoming a nobleman, there could be no question. As to the punishment recommended by the Council, namely, suspension of treatment as a peer, the Viscount explains that this is usually for a fixed term of years, at the expiration of which the offender is reinstated if he has given evidence of a sincere desire to maintain the dignity of his Order. In this case, however, no such period was fixed: the duration of the sentence was indefinite, and it is entirely uncertain when Count Togo will be able to resume the use of his title. There are many instances, the Viscount says, of absolute conduct on the part of Japanese students studying abroad, but very few men in the position of gentlemen have disgraced themselves so thoroughly as Count Togo has done.

Referring to the fact that, according to the published accounts, Count Togo divorced his English wife simultaneously with the registration of the marriage, a correspondent has asked the Japan Mail whether divorce is such a simple and one-sided affair in Japan. Our contemporary replies: "It used to be very simple and very one-sided under the old system, but the new Civil Code introduced a drastic change, and the meagre accounts hitherto published as to Count Togo's procedure must not be interpreted literally. In order to effect a lawful divorce in Japan one of two conditions is essential: either the wife must be a consenting party, or the judgment of a court of law must be obtained. In Count Togo's case the latter condition was not

fulfilled, and we must therefore assume that the former was satisfied, for unless it had been clearly shown that the requirements of the code had been complied with, registration would not have been possible. Some accounts speak of the lady as enjoying a certain position, but others lead us to infer that she is an adventuress, whose consent to either wedlock or divorce was not difficult to obtain. At all events it may be hoped that Count Togo's example will prove a warning to students visiting foreign countries, and will be interpreted as an Imperial condemnation of relations so lightly contracted and so lightly severed.

In another comment on the matter our contemporary says:—Of course, nothing is known by the public as to the character of the lady concerned, but we gather from statements attributed to the officers of Count Togo's household that she was a consenting party, and that the reason of the divorce was recognition of the fault committed in failing to obtain Imperial sanction. We are led to believe that the Count, who, after all is only a student of 23 years of age, contracted the union hastily without being aware of the necessity of seeking Imperial sanction, and that, when that serious error was discovered, no course seemed to be open except judicial separation. It is denied emphatically that the divorce had for object a union with the princely house of Kitashirakawa. The divorce took place in August, and the project of the Kitashirakawa marriage did not come upon the tapis until October. As for the change of domicile which was at first regarded as a deliberate attempt to conceal the facts, it is said to have been a mere matter of convenience in locality, and it is pointed out that to invest it with a deceitful character is extravagant. The young Count himself, however, offers no excuses of any kind. He is said to have fallen ill, but for the rest he accepts his punishment in silence.

LONDON TAVERNS.

HISTORICAL REVIEW.

The history of London taverns provided a fascinating subject for Mr. Harold Griffiths, A.R.B.A., who read a paper, at the Auctioneers' Institute, Russell-square, last month, which was an interesting link with the past. Having pointed out how certain "houses" were at one time used by members of the auctioneers' profession for conducting sales, he said, in considering the subject of the tavern, it was first necessary to properly appreciate the meaning of the word in the old-time sense. In olden days the tavern formed the home, the club, the business premises, and the address of the men of learning, the author, the wit, the poet, the doctor, the lawyer, the player, the painter, and the man of quality. It was the forum of philosophical debate, the birth-place of wit and wisdom. Such were the habitual frequenters of the tavern, where they met with kindred spirits—and other spirits, perhaps. The keeper of a tavern was a man of some standing, often a man of some learning, and very frequently possessed of considerable wit, and one who not only mixed with the guests, but whose presence was courted by them.

In order to show the standing a tavern possessed in the olden days it was interesting to record that many of them were at one time marrying houses. Bartholomew Basset rented the Fleet Cellars at £100 a year, where marriages were solemnised. A few of the negotiators of wedlock were women, who had come into possession of a register and marrying business by inheritance; but in the first instance many of them had been simple innkeepers. The Cock and the Hand and Pen, both near the old Fleet Bridge, were very famous marrying houses. The Golden Lion, the Two Lawyers, the Wheatsheaf, the Horseshoe, the Magpie, the King's Head, and the Swan and Hoop were some of the taverns in or near Fleet-street, provided with chaplains and chapels (or private rooms) in which marriages were solemnised on every day and night of the year. At the sign of the Angel, in Bishopsgate-street, the parish clerks, who were incorporated in 1232 by Henry III., kept their hall. Here they recorded the number of christenings, casualties, &c., and published the bills of mortality. In 1509 there were 354 taverns in London, and later they became so numerous that Sir Walter Scott, writing of Whitefriars in the seventeenth century, said: "The signs of the alehouses and taverns indicated that they were equal in number to all the other houses." Ale was very different in these days to what was brewed now—it was not "hopped." The best ale was no better than sweet wort. It was consumed immediately it was brewed, and was so thin that it might be drunk "bottle deep" without fear of intoxication.

In dealing with the customs associated with the taverns, Mr. Griffiths pointed out that alehouses were in the olden days distinct from wine taverns. The former were generally brew-houses as well. This double business of making and selling ale was almost entirely in the hands of women, who were called brewesses, and were held in rather low estimation. As late as the close of the fifteenth century Fleet-street was tenanted almost entirely by brewesses or alewives. The alewives had to be locked after very sharply, for we traced their delinquencies by fines, penalties, and imprisonment. No brewess or other retailer of ale was allowed to keep her house open after curfew under heavy penalties. It might not be generally known that the hop was first cultivated in England

about the year 1524. On its becoming known that brewers intended to see it in beer a violent opposition sprang up, and petition after petition was presented to Parliament urging that this "wicked weed" that would spoil the drink and endanger the lives of the people should be forbidden. The result of the petitioning was unknown, but it was recorded that Henry VIII., in 1530, issued an order strictly prohibiting the use of hops in brewing. It was not until the year 1600 that the prohibition was withdrawn, from which time until the present the hop had increased in favour with the public as well as with the brewer.

An interesting part of the paper was that dealing with public-house signs. Mr. Griffiths said it was somewhat curious to note that those of taverns in the olden days were an infallible barometer of the fortunes of fortune, and the infidelities of political life were curiously exemplified in the adaptation of signs to the shifting phases of parties, and the fluctuations of personal popularity. For example, a tavern bearing the sign of Charles I would be painted out to make room for the head of a roanwell, which, following the revolution of events, was transformed into a striking likeness of the Merry Monarch.

In selecting taverns to which he should make reference, Mr. Griffiths admitted that difficulties arose, for the taverns of old London, he said, were increased as thick with anecdotes, legends, and traditions as an old ship was with barnacles. He then proceeded to give interesting stories concerning many old houses. He pointed out that in Eustace there once stood a tavern of considerable renown, being commemorated by Shakespeare, and known by the sign of the "Boar's Head." It was situated on the site of the present Worcester House, on the north side of Eastcheap, between Red-lane and Philip-lane. Destroyed by the Great Fire, it was rebuilt immediately after, and finally demolished in 1831 to allow for the new London Bridge approaches.

In 1718, "one James Austin, inventor of the Persian ink powder," desiring to give his customers a substantial proof of his gratitude, invited them to the Boar's Head to partake of an immense plum-pudding weighed 1,000 pounds—a baked pudding of 1ft. square, and the best piece of an ox roasted. The principal dish was put in the copper on Monday, May 12, at the Red Lion Inn, by the Mint—the copper at the Boar's Head evidently not being sufficiently large—and had to boil fourteen days. From there it was to be brought to the Swan Tavern, in Fish-street-hill, accompanied by a band of music playing. "What lumps of pudding my mother gave me!" It was to be divided in St. George's-fields, but apparently its small was too much for the gluttony of the Londoners, for whilst it was being conveyed to the fields the escort was routed, the pudding taken and devoured, and the whole ceremony brought to an end before Mr. Austin had a chance to reach his customers. Mr. Austin visited the Boar's Head, and has left a delightful essay upon his daydreams there, and Elphinstone, and even Prince Henry, were amongst the regular customers who patronised this tavern.

Mr. Griffiths's entertaining and instructive paper was thoroughly appreciated, and he was heartily thanked at the close. Mr. Arthur George Dilly, president of the institute, occupied the chair.

RUSSIAN FREE PORTS IN THE
EAST.

BILL FOR ABOLITION PASSED.

The Duma on December 9th considered the Bill introduced by the Minister of Commerce for the closing of the free ports in the Amur and Transbaikalian territories.

The supporters of the Bill urged the closing of the free ports as speedily as possible, in order that an end might be put to the peaceful conquest of the country by foreigners. The opponents of the measure alleged, on the contrary, that no such conquest need be feared, even on the part of the Japanese.

Mr. Shilov, Minister of Commerce, said that the linking of the Far East with the centre of Russia by means of railways, and the tranquillity which had set in after the war period, made the abolition of the free ports an opportune step. It was in every way necessary for the revival of Russian commerce and industry. The Minister pointed out with satisfaction that the wishes expressed by the Duma Committee agreed in almost all points with those of the Vladivostok Bourgeois Committee. In every important economic question the general interest of the State must be considered in the first place. He could, however, guarantee in this question that the Duma would give its attention to the State interests involved.

M. Kokorotoff, Minister of Finance, said that even the opponents of the measure admitted that merchandise to the value of from 15 to 20 million roubles (£1,500,000 to £2,000,000) was imported through Vladivostok every year, which meant that Russian products to that amount were excluded from Russian markets. The expenditure of 300,000,000 roubles (£30,000,000) on the Amur Railway was not to be regretted as the line would give Russia direct communication with the Pacific Ocean, and all money laid out, or at least a portion of it, would be returned.

The Bill was ultimately adopted by an overwhelming majority.

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d. 1/1 & 2/6.

THE
MITSUBUSSAN KAISHA

SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

RIGAUD'S
KANANGA
OF JAPAN
TOILET WATERBeware
of Imitations.RIGAUD & Co
PARFUMERS
8, rue Vivienne, 8
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SANG MOW.

RATTAN AND GRASS
FURNITURE MAKER.CHAIRS, TABLES, SETTEES &
LONG CHAIRS.
BAMBOO BLINDS, MATTINGS
in all colours on Sale.All Orders receive Prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. [401]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	963 "
Width of Entrance on Bottom	833 "
Water on Blocks at Spring Tide	341 "

Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	61 "

Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breach-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

C. JAMES & REYNOLDS,
George Street, Minorities, London, E.C., Eng.

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .333G. at 85s. 8d. and 75s. 0d. per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1445]

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & Co. Agents.
Hongkong, 13th March, 1907. [535]

AS SUPPLIED TO THE HOUSE OF
LORDS, AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS HIS SINCE 1800

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 34 years FROM 1874 to 1907. Price 82 Cash. On sale at the "Daily Press" Office, or Local Booksellers.

Indigestion
must yield

Mother Seigel's Syrup puts your stomach and liver in healthy working order, and that is the end of indigestion. Your food digests freely and naturally, your body is nourished, and all impurities are driven from your system. Writing on January 7 last, Mr. James Hainsworth, 27, Shetcliffe Lane, Wagon House, Tong Street, Bradford, Yorks, says:—"I had no taste for food, and what I ate seemed to lie on my chest for hours. Sometimes I had a nasty sick feeling, and I was much troubled with wind and dizziness. But when I began taking Mother Seigel's Syrup I soon felt better, and now I am all right again."

TO MOTHER
SEIGEL'S
SYRUP

Mother Seigel's Syrup is now also prepared in Tablet form and sold under the name of Mother Seigel's Syrup Tablets. Price 2s. 6d. per bottle. One size only.

SHIPPING.

ARRIVALS.

AMARA, British str., 13th Jan.—Canton.
AMIGO, German str., 821, Franden, 13th Jan.
—Haiphong 9th and Hallow 11th Jan.
General—Jensen & Co.
HANOI, French str., 739, J. Pannier, 13th Jan.
—Haiphong via Pakhoi and K. C. Wan
11th Jan., General & Pigeon—A. R. Marty.
HOPKINS, German str., 1642, Jas. M. Hay, 14th
Jan.—Samarang 4th January, Sugar—
Jardine, Matheson & Co.
ISTRIA, German str., 2668, H. Sining, 14th
Jan.—Shanghai 11th January, General—
Hamburg-Amerika Linie.
KWONGSANG, British str., 1428, Palmer Baker,
14th Jan.—Shanghai and Swatow 10th
Jan., General—Jardine, Matheson & Co.
SHANTUNG, British str., 1835, Robinson, 15th
January—Samarang 20th Dec., Sugar—
Butterfield & Swire.
SHANGHAI, British str., 13th Jan.—Canton.
TAMU, British str., 13th Jan.—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
14th January.
Inver, British str., for Seattle.
Kwongsang, British str., for Canton.

DEPARTURES.

15th January.
FUKUO MARU, Jap. str., for Wakamatsu.
HAIKUN, British str., for Swatow.
PROBUS, Norwegian str., for Saigon.
WOTANG, British str., for Swatow.
16th January.
CAPRI, Italian str., for Singapore.
CHYON MARU, Japanese str., for Singapore.
CHYON MARU, Japanese str., for Shanghai.
KISHI MARU, Jap. str., for Takao.
LOOSOK, German str., for Bangkok.
LUETZOW, German str., for Shanghai.
MATHILDA KÖRNER, German str., for Moji.
PAULAT, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Isaria* reports: Strong
Northerly wind and sea during the voyage.
The British str. *Kwongsang* reports: Mod.
to strong N.E. monsoon, rough sea overcast
dull weather.

VESSELS IN DOCK.

January 14th.
ABERDEEN DOCK.—
KOWLOON DOCK.—H.M.S. *Fame*, H.M.S.
Janus, *Michael*, *Johann*, *Mandal*, H.M.S.
Whiting, *Yuenang*, *Nord*, *Loongang*, *Chowat*.
COSMOPOLITAN DOCK.—*Honam*.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA
AND KOBE.

THE Company's Steamship

"SILESIA,"

Capt. Radonich, will leave for the above places
on TUESDAY, the 19th inst. p.m.

This steamer has capital accommodation for
passengers, electric light, and carries a doctor.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princess' Building,
Hongkong, 11th January, 1909. [3]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE"

On 19th Jan. 09

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.

Hongkong, 25th December, 1908. [1298]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS
to PERIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC
PORTS).

THE Company's Steamship

"PERSIA,"

Captain Bartolo, will be despatched as above
on the 20th January, 1909.

This steamer has capital accommodation for
passengers, electric light and carries a doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents,
Princess' Buildings,
Hongkong, 29th December, 1908. [3]

"GLEN" LINE OF STEAMERS.

For GENOA, LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"

Captain Wolfenden, will be despatched as above
on MONDAY the 25th January, 1909.

For Freight apply to

MCGREGOR BROS. & GOW,
Hongkong, 5th January, 1909. [145]

"SHIRE" LINE OF STEAMERS

LIMITED.

For LONDON, ANTWERP AND
HAMBURG.

THE Steamship

"CARNARVONSHIRE,"

will be despatched for the above Ports about
end of January, 1909.

For further particulars, apply to

SHEWAN, TOMES & Co.,
Agents,
Hongkong, 25th December, 1908. [117]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections common to the Green Island. Vessels anchoring nearest Kowloon are marked "L."
nearest Hongkong "H" midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	F. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	F. & O. S. N. Co.	About 27th inst.
LONDON, ANTWERP & HAMBURG	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	End of January.
GENOA, LONDON & ANTWERP	GLENAVON	Brit. str.	—	Wolfenden	MCGREGOR BROS. & GOW	On 25th inst.
HAYRE, BREMEN & HAMBURG, &c.	ISTIA	Ger. str.	K.W.	Luning	HAMBURG-AMERIKA LINIE	To-morrow.
HAYRE & HAMBURG VIA STRAITS, &c.	BARCONIA	Ger. str.	K.W.	Porn-lins	HAMBURG-AMERIKA LINIE	On 28th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	K.W.	Peter	HAMBURG-AMERIKA LINIE	On 23rd Febr.
ROTTERDAM, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	K.W.	Wagner	HAMBURG-AMERIKA LINIE	On 24th inst.
MARSEILLES, HAYRE & COPENHAGEN	C. FRED. LARSEN	Ger. str.	K.W.	Wagner	HAMBURG-AMERIKA LINIE	Beginning of January.
MARSEILLES, &c. VIA PORTS OF CALL.	TONKIN	Fr. str.	—	Charbonnel	MESSENGER'S MARITIMES	On 18th inst., at 1 p.m.
MARSEILLES & LONDON VIA BOMBAY	MACEDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 20th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 20th inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 20th inst., at D'light.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 20th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	FRINCESS ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 20th inst., at Noon.
NEW YORK	FRASIA	Aus. str.	K.W.	Bartolo	SANDER, WIELER & Co.	On 2nd Febr.
BOSTON & NEW YORK	MURCARTER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 18th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Shotton	CANADIAN PACIFIC R. Co.	To-morrow, at 7 a.m.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SOVERAIG	Brit. str.	—	—	DODWELL & Co., Ltd.	On 11th Febr.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ARI MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 2nd Febr., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 28th inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 3rd Febr., at Noon.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	T. Arakawa	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
MOJI & KOBE	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TAMU	Brit. str.	—	G. Bright	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
CHIEFOO & DALNY	LIENSHING	Brit. str.	—	Wright	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI VIA SWATOW	SHAOHSING	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	YEDDO	Dut. str.	—	H. Powell	F. & O. S. N. Co.	To-morrow.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TUNGSHING	Brit. str.	—	Peter	HAMBURG-AMERIKA LINIE	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	K.W.	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at D'light.
SHANGHAI VIA SWATOW	LANGSANG	Brit. str.	—	Broo	MESSENGER'S MARITIMES	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Aus. str.	—	Radonich	SANDER, WIELER & Co.	On 19th inst., p.m.
SHANGHAI, YOKOHAMA & KOBE	ANRUI	Jap. str.	1 m.	T. Suruga	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	—	W. Hayward, R.N.R.	OSAKA SHOSHUN KAISHA	On 21st inst., at 8 a.m.
SHANGHAI	DEVANNA	Brit. str.	—	M. B. Lake	F. & O. S. N. Co.	About 21st inst.
SHANGHAI, YOKOHAMA & KOBE	SAXONIA	Ger. str.	K.W.	de Brouwer	HAMBURG-AMERIKA LINIE	On 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	Brit. str.	—	I. Ichii	JARDINE, MATHESON & Co., Ltd.	On 4th Febr., at Noon.
SHANGHAI	TIJMAHI	Dut. str.	—	Y. Kaburaki	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANPING VIA SWATOW & AMOY	SHOSHUN MARU	Jap. str.	—	Hodgins	OSAKA SHOSHUN KAISHA	On 20th inst., at 8 a.m.
TAMU VIA SWATOW & AMOY	HAIYANG	Jap. str.	—	J. W. Evans	OSAKA SHOSHUN KAISHA	On 17th inst., at 9 a.m.
SWATOW, AMOY & FOCHOW	HAIKUN	Brit. str.	3 h.	J. S. Roach	DOUGLAS LAFRAIR & Co.	To-day, at Noon.
SWATOW	HAIRAN	Brit. str.	2 h.	Spink	DOUGLAS LAFRAIR & Co.	On 17th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HUPEN	Brit. str.	1 m.	J. Warren	BUTTERFIELD & SWIRE	On 18th inst., at 10 a.m.
HAIPHONG	CHILLI	Brit. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
PAKHOI & HAIPHONG	ZAFIRO	Brit. str.	—	P. H. Rolfe	SHEWAN TOMES & Co.	To-morrow, at Noon.
MANILA	YUENANG	Brit. str.	—	A. Soperville	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
MANILA	TAMING	Brit. str.	1 m.	R. W. Almond	BUTTERFIELD & SWIRE	On 20th inst., at 8 p.m.
MANILA	RUBI	Brit. str.	—	A. W. Outerbridge	SHEWAN, TOMES & Co.	On 21st inst., at 5 p.m.
MANILA	THAN	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
CERU & ILOILO	NANCHANG	Brit. str.	1 m.	F. Sembl	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
CERU & ILOILO	SUNGKIANG	Brit. str.	1 m.	Bradley	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	E. J. Bull	JARDINE, MATHESON & Co., Ltd.	End of January.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	J. Robinson	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	1 m.	Jarriance	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	SHANGUNG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	THILAWONG	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, HAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wed'ay, 27th Jan., at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 28th Jan., at 5 p.m.
KUDAT & SANDAKAN	"BORNEO"	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 14th January, 1909. 5

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	5,232	W. Shotton	On 11th February
GYMERIC	4,002	J. C. A. Hall	On 11th March
KUMERIC	6,232	F. S. Cowley	On 8th April
INVERIC	4,789	R. J. Howie	On 6th May

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 8th January, 1909. 8

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIEN"	About 18th January
MARSEILLES VIA PORTS	"TONKIN"	On 19th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE"	On 1st Febr., p.m.
MARSEILLES VIA PORTS	"SYDNEY"	On 2nd Febr., 1 p.m.

Transit-ping on the Co's Steamers for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPORIN, AGENT,
Queen's Building.
Hongkong, 12th January, 1909. 2

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel,
12 DAYS YOKOHAMA TO VANCOUVER,
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPERESS" Steamships will depart from HONGKONG at 7 a.m.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10

Intermediate on Steamers } "240" "242"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE and YOKOHAMA	MALTA	On 16th Jan.	Freight and Passage.
SHANGHAI	DEVANHA	About 21st Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI	Noon, 23rd Jan.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	SUNDA	About 27th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th January, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHAI and HAIPHONG	"CHIHLE"	On 15th Jan. 10 A.M.
SHANGHAI	"SHAOHSING"	On 15th Jan. 4 P.M.
CEBU and ILOILO	"NANCHANG"	On 15th Jan. 4 P.M.
CHEFOO and DALNY	"TAMSUI"	On 16th Jan. 4 P.M.
HAIPHONG	"HUPEH"	On 18th Jan. 10 A.M.
MANILA	"TAMING"	On 20th Jan. 5 P.M.
JAVA	"SHANTUNG"	On 20th Jan. 4 P.M.
SHANGHAI	"ANHUI"	On 21st Jan. 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 21st Jan. 4 P.M.
MANILA	"TEAN"	On 26th Jan. 4 P.M.

MANILA ZAMBOANGA PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
HONGKONG, 15th January, 1909.

BUTTERFIELD & SWIRE,
AGENTS

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 17th Jan., at 9 A.M.
ANPING VIA SWATOW	"SHOSHU MARU"	WED'DAY, 20th Jan., at 8 A.M.
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	THURSDAY, 21st Jan., at 8 A.M.
AMOY & FOCHOOW		

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th January, 1909.

T. ARIMA, Manager

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"LIENSHING"	Friday, 15th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 15th Jan., 4 P.M.
MANILA	"YUENSANG"	Friday, 15th Jan., 4 P.M.
KOBE	"AMARA"	Friday, 15th Jan., 4 P.M.
SHANGHAI	"TUNGSHING"	Saturday, 16th Jan., Noon.
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 17th Jan., D'light
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 19th Jan., Noon.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	"NAMSANG"	Thursday, 4th Febr., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2nd to 9th, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 15th January, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOCHOOW	FRIDAY, 15th Jan., at Noon.
"HAIYUN"	SWATOW	SUNDAY, 17th Jan., at 10 A.M.
"HAIYAN"	SWATOW, AMOY & FOCHOOW	TUESDAY, 19th Jan., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 14th January, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. SOMMER)	On Tues. 26th Jan.
MISHIMA MARU	(Capt. A. E. MOSES)	On Wed. 10th Jan.
MIYASAKI MARU	(Capt. A. E. MOSES)	About Wed. 24th Mar.
ATSUTA MARU	(Capt. A. E. MOSES)	About Wed. 21st April.

CHEAPEST PASSAGE-RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 7th January, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christianson	6247	WED'DAY, 20th Jan. at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	KAWACHI MARU Capt. H. Petersen	6101	WED'DAY, 3rd Febr., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa	7463	TUESDAY, 19th Jan., at Noon
MOJI & KOBÉ	AKI MARU Capt. J. Nagao	6444	TUESDAY, 2nd Febr., at Noon
KOBÉ and YOKOHAMA	KUMANO MARU Capt. N. Matheson	5076	FRIDAY, 22nd Jan., at Noon
KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon
KOBÉ and YOKOHAMA	KAGESHIMA MARU Capt. T. Arakawa	4687	SUNDAY, 17th Jan., at Noon
KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine	3817	TUESDAY, 19th Jan., at Noon
KOBÉ and YOKOHAMA	TAMBA MARU Capt. C. H. Butler	6134	SATURDAY, 23rd Jan., at Daylight

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Hongkong, 13th January, 1909.

MANAGER.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all-European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
HOMEWARD.

OUTWARD.	FOR HAVRE, BREMEN & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBÉ:	S.S. ISTILA ... 15th Jan.
S.S. SLAVONIA ... 17th Jan.	FOR BREMEN, BREMEN & HAMBURG:
S.S. SAXONIA ... 27th Jan.	S.S. C. FEED. LAEISZ ... 25th Jan.
S.S. SPEZIA ... 8th Febr.	FOR HAVRE & HAMBURG:
	S.S. BARCELONA ... 26th Jan.
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 23rd Febr.
	FOR HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 27th Febr.
	FOR NEW YORK:
	S.S. ARAGONIA ... 2nd Febr.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 16th Jan., Noon.
RUBI	2540	R. W. Almond	Manila	On 21st Jan., 5 P.M.

As a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$60, for passage to Manila and return by our s.s. "ZAFIRO" sailing SATURDAY, the 30th January.

Tickets issued at this reduced rate will be available for return by either the s.s. "ZAFIRO" leaving Manila on 7th February or the s.s. "RUBI" leaving Manila on 13th February.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 13th January, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBÉ	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELOCHERS & CO.,

Hongkong, 1st January, 1909.

AGENTS.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.
TJIPANAS	JAVA	First half of Febr.	SHANGHAI	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 4th January, 1909.

Telephone No. 375.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.
LONDON - - - - - APRIL 24TH.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.
Hongkong, 1st January, 1909.

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. G. Rott.		
"KLEIST"	9,001	ON MARCH 24TH.
Capt. R. MEYER.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. v. BINZER.		

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st January, 1909.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIRN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairn to Changchun (Kwanchnghu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOSUN LINE—For Ryosun (Port Arthur), 2 hours from Dairn.
YINGKOU LINE—For Yingkou (Newchwang), 2 hours from Tschichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.
ANSHUN-HSIAO LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOBÉ MARU" (2877 tons) sailing from Dairn every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").

At DAIRN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairn, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIRN.
Tel. Add: "MANCHURIA." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

COMMERCIAL.

**EXCHANGE
CLOSING QUOTATION**

SHARE LIST.—QUOTATIONS

SHIPPING IN PORT.

HONGKONG, JANUARY 14TH, 1909.

NO OF CLOSING QUOTA

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	UNPAID UP.	RECEIPTS & TIONS CASH.
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BANKS.						
Hongkong and Shanghai Bank Corporation.....	120,000	\$125	all	\$855, buyers.		
National Bank of China, Limited	99,925	£7	£6	\$51.	\$23.	
MARINE INSURANCES.						
Canton Insurance Office Co., Limited	10,000	\$260	\$50	\$195, sellers		
China Traders Insurance Co., Limited	24,000	\$63.33	\$25	\$874, buyers		
North-China Insurance Co. Limited	10,000	\$15	\$3	\$104, buy.		
Union Insurance Society, Limited	10,000	\$250	\$100	\$325, buyers		
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$167½		
FIRE INSURANCES.						
China Fire Insurance Co., Limited	20,000	\$100	20	\$106, sellers		
Hongkong Fire Insurance Co., Limited	8,000	\$250	50	\$325, buyers		
DOCKS, ETC.						
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	all	\$92, sellers		
Geo. Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers		
New Amoy Dock Co., Limited	10,000	\$6½	\$6½	\$9½, buyers		
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	Tls. 78.		
STEAMBOATS, TUGS, ETC.						
China and Manila Steamship Co., Limited	30,000	\$25	\$25	\$14, sellers		
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, buyers		
Hongkong, China & Macao S.S. Co., Ltd	80,000	\$15	\$15	\$29½, buyers		
Indo-China Steam Navigation Co., Ltd	60,000	£5	all	\$37½, sellers		
Star Ferry Company, Limited	10,000	\$10	\$10	\$82½		
Shell Transport & Trading Co., Limited	10,600	\$10	\$5	\$15, buyers		
Taku Tug and Lighter Co., Limited	2,000,000	£1	£1	40½, buyers		
Shanghai Tug and Lighter Co., Limited	8,600	Tls. 50	Tls. 50	Tls. 47½		
Do. Preference	200,000	Tls. 50	Tls. 50	Tls. 46		
Do.	100,000	Tls. 50	Tls. 50	Tls. 51½		
REFINERIES.						
China Sugar Company, Limited	20,000	\$100	all	\$112½, sellers		
Luzon Sugar Company, Limited	7,000	\$100	all	\$18, sellers		
Perak Sugar Cultivation Co., Limited	7,000	Tls. 50	Tls. 50	Tls. 90.		
WHARVES.						
Hongkong & Kowloon Wharf & Godown Co.	60,000	\$50	all	\$45½, sellers		
Shanghai and Hongkong Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 137.		
LANDS AND BUILDINGS.						
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$92, sal. & sel.		
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.		
Kowloon Land and Building Company	6,000	\$50	\$30	\$33, sellers		
Wei-hai-wei Land and Building Co.	3,674	Tls. 25	Tls. 25	Tls. 9.		
Humphreys' Estate and Finance Co.	150,000	\$10	all	\$9½		
West Point Building Co., Limited	12,500	\$50	\$50	\$46, sellers		
TRAMWAYS.						
The Peak Tramways Co., Limited	25,000	\$10	all	\$14.		
	50,000	\$10	\$1	\$2.		
MINING.						
Société Française des Charbonnages du Tonkin	18,000	Fcs. 250	all	\$590, buyers		
Raub Australian Gold Mining Co., Limited ..	200,000	£1	18/10	\$84.		
HOTELS, ETC.						
Hongkong Hotel Company, Limited	12,000	\$50	all	\$85, buyers		
Astor House Hotel Co., Limited (Shanghai),	30,000	\$25	\$25	\$16.		
DISPENSARIES.						
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9½.		
Watkins, Limited	10,000	\$10	\$10	\$2, buyers		
LIGHTING.						
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200.		
Shanghai Gas Company, Limited	8,000	Tls. 50	Tls. 50	Tls. 120.		
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$18, buyers		
MISCELLANEOUS.						
Green Island Cement Co., Limited	400,000	\$10	10	\$9.80, sal. & sel.		
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal		
Bell's Asbestos Eastern Agency, Limited	3,604	\$12½/6	12/6	\$84, buyers		
United Asbestos Oriental Agency, Limited {	9,000 ordy.	\$10	\$4	\$12½.		
	100 fiders	\$10	\$10	\$230.		
Union Waterbest Co., Limited	50,000	\$10	\$10	\$10, sales		
Hongkong Dairy Farm Co.	25,000	\$7½	\$6	\$22½, sellers		
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$22½, sellers		
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers		
Shanghai Waterworks Co., Limited	16,500	\$22½	\$20	Tls. 457½.		
Hongkong Rope Manufacturing Co., Limited	10,000	\$10	all	\$24, buyers		
Hongkong Cotton Spinning Co., Limited	125,000	\$10	\$10	\$9, buyers		
Ewe Cotton Spinning & Weaving Co., Ltd.,	20,000	Tls. 50	Tls. 50	Tls. 79.		
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 67½.		
Loos-Kung-Mow Cotton Spinn. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 73.		
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 225.		
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9½, buyers		
China Borneo Company, Limited	60,000	\$12	\$12	\$11, buyers		
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers		
Wm. Powell, Limited	12,000	\$7	\$7	\$4, sellers		
	3,000					
South China Morning Post	6,000	\$25	\$25	\$24.		
China Light and Power Company	50,000	\$10	\$10	\$½, sellers		
	50,000	\$1	\$1			
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers		
Weissmann, Limited	175	\$100	\$100	\$150.		
CIGAR COMPANIES.						
Philippine Co., Limited	67,500	\$10	\$10	\$8, sellers		
Alhambra, Limited	300	\$500	\$50	Nominal		

OPIMUM.			
January 13			
Quotations are —			
Malwa New	...	\$1.110	per pic
Malwa Old	...	\$1.120	"
Malwa Older	...	\$1.130	"
Malwa V. Old	...	\$1.150	"
Persian fine quality	...	\$850	"
Persian extra fine	...	\$960	"
Patna New	...	\$1.115	per cl
Patna Old	...	\$1.140	"
Benares New	...	\$1.045	"
Benares Old	...	—	"

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ly, 1908.

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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Mr. H. J. Baker	Capt. & Mrs. W.
Miss M. A. Barker	Peasmore
Mr. H. W. Booth	Mr. G. Peterchamell
Major & Mrs. Camilleri	Comd. & Mrs. J. C.
Mrs. E. A. Clark	Prof. & Mrs. Berynn
Mr. G. H. Cora	Mr. W. R. Robinson
Mrs. Davis	Mr. & Mrs. A. E. Robb
Sir Jenson and Lady	& child
Erskine	Mr. and Mrs. H. H.
Mrs. Hastings	Royce
Dr. Felvus	Dr. Shink
Comdr. & Mrs. Grenfell	Mr. & Mrs. S. Silver
Mr. E. Hallows	Mr. M. S. Silverste
Mr. C. E. V. Harvor	Mrs. C. Silent
Mr. Geo. H. Hatcher	Mr. & Mrs. Silgus
Mr. J. Holloway	Mr. T. Skinner
Mr. & Mrs. In enohl	Miss A. Square
Mrs. Ingh. Nohl	Mr. O. V. Steavenson
Misses Ing. W. Kydd	Mrs. Swain
Mr. & Mrs. A. C. Little	Mr. & Mrs. Thompson
Dr. Maljo	Miss H. M. Thomas
Mr. H. J. Marling	Dr. Wells
Mr. H. N. Mody	

KINGSLERS PRIVATE HOTEL.

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Miss H. Beasley	Mr. Walter A. Ham
Mr. F. Bevinch	Mr. H. M. Hunt
Mr. & Mrs. M. B. Blanch	Mr. A. E. Kohn
Mr. A. Bliss	Mr. G. Koster
Mr. J. I. R. Brank	Mr. O. Kramer
Mr. F. K. Browning	Miss Langstein
Mr. & Mrs. Burgess	Miss Langstein
Mr. & Mrs. W. B. Carter	Mr. L. V. Langste
Mr. & Mrs. A. B. Crags	Mr. & Mrs. A. C. Lo
Mr. & Mrs. J. C. Duggan	Mr. & Mrs. Morrison
Mr. and Mrs. H. L.	Sir & Mrs. J. M. M
Dennys	Mrs. G. Schoe
Mr. K. R. Dennys	Miss K. Seche
Miss Dennys	Mr. L. E. Skide
Mrs. Dennys's child &	Mrs. de Tonzelmans
nurse	Mr. H. Webb
Mr. & Mrs. Denham Dixon	Mr. R. E. Williams
Miss O. Dixon	

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Miss Andrew	Mr. J. O'Brien
Mr. W. M. B. Boyce	Mr. J. O. C. Miller
Mr. F. T. Chapple	Mr. Jas. Omission
Mr. E. Curtis	Mr. G. K. Podaski
Mr. Rob. Dumm	Mr. W. Pringle, Jr.
Mrs. Gaertner & child	Mr. H. W. Robinson
Mr. G. H. Happe	Mr. F. J. Rowley
Dr. F. Key	Mr. J. Taylor
Mr. Lemnox	Mr. C. H. Tucker
Col. Robt. Love	Mr. & Upshuman

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. str. *Polygassien* with the French Mail of the 20th ult., and mails from London of the 10th ult., will leave Saigon on Friday the 15th inst. at 2 a.m. and may be expected to arrive here on Monday morning the 18th inst., and to leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL.

The P.M.S.S. Co. steamer, *Korea* sailed from Yokohama on Saturday the 9th inst., and is due to arrive at this port via Kobe, Nagasaki and Shanghai on Tuesday the 19th inst.

THE INDIAN MAIL.

The Apar str. *A. Apar* from Yokohama, Kobe and Moji left Moji on morning the 11th inst., and may be expected here to-morrow morning.

The Apar str. *Singapore* from Calcutta left Singapore on the 11th inst., and may be expected here on or about the 17th inst.

MERCHANT STEAMERS.

The H.-A. Line str. *Slaonia*, left Singapore on 9 inst. a.m., and may be expected here to-day a.m.

The American & Manchurian Line steamer *Karanga* left Singapore on Friday the 8th inst., and is due here to-day a.m.

The Danish str. *Siam* left Shanghai on the 11th inst. last noon, and may be expected here to-day a.m.

The Austrian Lloyd's steamer *Silesia* left Singapore for this port on the 8th inst. p.m. and is due here to-morrow.

The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Singapore on the 9th inst., and is expected here to-morrow.

The str. *Craigair* sailed from Seattle on the 15th ult. for Hongkong via Moji.

The str. *Adato* left Seattle for Hongkong via Japan ports on the 24th ult.

The P. & O. str. *Maltia* left Singapore for this port on the 10th instant at 12 a.m.

The N.Y.K. str. *Yasuda Maru* (Australasian Line) left the Tuesday Island for this port via Manila on the 7th inst., and is expected here on the 18th inst.

The J.-C.-J. Lijn str. *Tylovisen* left Moji for this port on the 10th inst., and may be expected here to-morrow a.m., and will leave for Japan on 18th inst. a.m.

The "Shire" Line str. *Mongomoryshire* left Singapore on Tuesday the 12th inst., and is expected here on or about 19th inst. at daylight.

The J.-C.-Y. Linj str. *Tyikeni* left Makassar for this port on the 9th inst., and may be expected here on or about the 17th inst., and will leave for Japan on 19th inst. a.m.

The Glen Line str. *Glenstrae* left Singapore on the 13th inst., and may be expected to arrive here on the 19th inst.

The Swedish str. *Yeddo* left Singapore the 12th inst. afternoon, and may be expected here on or about Tuesday the 19th inst. a.m.

The N.Y.K. str. *Kumano Maru* (Australia) left Kobe for this port via Moji & Nagasaki on the 12th inst., and is expected here on the 19th inst.

The N.Y.K. str. *Myori Maru* (Bombay) left Bombay for this port via Singapore the 14th inst., and is expected here on the 19th inst.

The Danish str. *Cathay* left Port Said on the 11th inst., and may be expected here on about middle of next month.

PASSENGERS.

ARRIVED.

Per Istria, from Shanghai, Mr Hansen.

Per Kwangsen, from Shanghai, &c., & Mrs and Miss Lesk and infant, and Mr Wieg.

Per Lueltow, for Hongkong, from Hamburg Messrs I. Reutzel, A. Hayes, J. Kupps August Ingermann and H. Gontard; from Antwerp, Mrs Hourmonts and child, and Mr Christensen; from Southampton, Mr M. B. de R. H. A. Craig, Consul-General; H. Borrens, Messrs Thos. Kerr, John Beaton, Wm. I. O'Fonond and James Douglas Boyer from Gibraltar, Mrs Leroy, Messrs Jose E. Llanzarria and Francisco Almeida; from Genoa Mrs A. Rombach, Revs. Pastor Kries and Pastor Rehrig, Messrs W. D. Pemberton and C. Lawton; from Port Said, Mr W. W. Ameron Forbes; from Colombo, Major A. van der Boddien, Consul-General Leo Altmeyerholz, Miss Lloyd Miss Russell, Messrs Maurer and D. B. Rose; from Singapore, I. Gieseler; from Batavia, J. S. Stadi;

LEAVING.

Per Istria, for D. Rhodje & F. Appleyard, Y. Walther Reid and N. L. Sumna.

Printed and Published by BERTHAM A. CARTER, Victoria Barracks, London Office.

Newcastle 14th December, Coal—Arnhold
Karberg & Co.

SHAORHING, British str., 1,312, McIntosh, 10th
Jan.—Shanghai 7th January, General—
Butterfield and Swire.

TASAKI, Jap. str., 918, Lennox, 8th Jan.—
Chefoo 2nd Jan., General—Butterfield &
Swire.

TANGO MARU, Japanese str., 4,627, S. Ishikawa,
11th Jan.—Shanghai 8th Jan., General—
Nippon Yusen Kaisha.

TENTO MARU, Jap. str., 7,265, Ernest Bent,
8th Jan.—at Francisco 11th December,
General—Toyo Kisen Kaisha.

TIYMAHI, Dutch str., 5,861, J. Bouman, 12th
Jan.—Macassar 3rd January, General—
Java-China-Japan Lijn.

TUNGHER, Chinese str., 1,172, W. Stalker,
9th Jan.—Wulu 6th Jan., General—
Jardine, Matheson & Co.

VICTORIA, Swedish str., 989, Ekkit, 12th Jan.
—Sebatik 4th Jan., Coal—Sander, Wieler
& Co.

YUENSLANG, British str., 1,128, P. H. Rolfe,
3rd Jan.—Manila 31st Dec., General—
Jardine, Matheson & Co.

ZAFINO, British str., 1,619, E. Rodger, 11th
January—Manila 9th January, General—
Shewan, Tomes & Co.

SAILING VESSELS.

ANITA E. SMALE, American 4-masted barque
809, John F. Colstrup, 15th Dec.—Port-
land Oregon 8th Oct., Lumber—Mr. Jack.

DAYLIGHT, British barque, 3,060, M. Bryde
9th October—Yokohama 19th September,
Ballast—Standard Oil Co.

STEAMERS PASSED THE CANAL.

December 19th—Ganges. 23rd—Braemar,
Malta. Ville de la Ciotat. Ghazee,
30th—Laverdy, Benetche, Keenum, Poly-
mesin, Sazonia, Senegambia, Pakny,
Tamba Maru. January 2nd—Nord, Somali,
Colonbo Maru, Petrocos. 6th—Norman
Prince, Vorvarts, Wray Castle, Bengloe,
Bombay Maru, Caxton, Oorgot, Polypheum,
Langbank. 9th—Goeben, Indragamba, Hakata
Maru, Inaba Maru, Prinz Regent Luiskold,
Prometheus. 15th—China (Aunt), Flunkshire,
Glenry, Salvage, Cathay, Roma.

ARRIVALS AT HOME.

Jan. 8th—Kintuck, Shimosa.

MAIL for the Concerned at 10A. Des Vours Road
31, Fleet Street, E.C.

TO-DAY.							
Sale, Valuable Leasehold Property, Sales Rooms, Messrs. Hughes & Hough, noon.							
Sale, Booths and Matcheds, Sales Rooms, Messrs. Hughes & Hough, 5 p.m.							
TOMORROW.							
Sale, High Class Irish Goods, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.							
HONGKONG TIDE TABLE.							
From January 15th to 21st, 1909.							
HIGH WATER.			LOW WATER.				
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.		
		h. m.	ft. in.	h. m.	ft. in.		
Fri.	15	m 1 47	5 1	m 9 18	2 7		
Sat.	16	m 57	6 0	m 10 31	3 6		
		m 58	6 1	m 9 58	2 9		
Sun.	17	m 43	6 5	m 0	3 4		
		m 39	4 3	m 10 40	3 2		
Mon.	18	m 30	4 0	m 11 1	2 6		
		m 58	4 6	m 11 25	3 2		
Tues.	19	m 7 7	4 6	m 1 12	2 9		
		m 66	7 3	m 0 14	3 3		
Wed.	20	m 66	1 2	m 2 4	3 3		
		m 7 45	4 6	m 1 12	3 3		
Thurs.	21	m 46	4 3	m 3 55	0 6		
		m 83	5 2	m 1 55	3 3		
HONGKONG METEOROLOGICAL REGISTER.							
Hongkong Observatory, January 14th							
	Previous Day 8 1/2 p.m.	On Date 10 a.m.	On Date at 4 p.m.				
Barometer	30.09	30.31	30.31				
Temperature ...	61	56	57				
Humidity	66	69	68				
Wind Direction ..	N	NNW	N				
Force ...	2	1	3				
Weather	C	O	O				
Rain							
Highest open air Temperature on 18th..... 65							
Lowest open air Temperature on 15th..... 54							

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Hongkong, 23rd July

N HONGKONG:
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 LONG DAILY PRESS"
 1908.

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01, 100, 200, 300.